

**BY ORDER OF THE COMMANDER
HEADQUARTERS, UNITED STATES FORCES, JAPAN**

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Security

MOTOR VEHICLE OPERATIONS AND TRAFFIC SUPERVISION

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This publication assigns responsibilities and establishes procedures for motor vehicle operations and traffic supervision within the U.S. Forces, Japan Area of Operations. This includes, but is not limited to, expansion on the contents of AR 190-5/OPNAV 11200.5C/AFI 31-205/DLAR 5720.1. It applies to all United States Forces personnel (including active duty, reserve, cadets and midshipmen, and civilian), their dependents in Japan, US Official Contractors and their employees under Article XIV, Status of Forces Agreement (SOFA), MLC, IHA, JSDF, retirees and United Nations Command, Rear Liaison (UNC(R)LNO) officers visiting US Forces, Japan (USFJ) facilities. It also applies to both appropriated and non-appropriated fund activities of US forces and such other activities located in Japan at the invitation of USFJ.

This publication requires the collection and maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this publication is 10 U.S.C. 8013. Applications for USFJ Form 4EJ, Operator's Permit for Civilian Vehicle, have an appropriate Privacy Act Statement. This publication is available digitally at <http://usfj.mil/mil/publications/>. If you lack access, contact your publishing distribution office or the USFJ Provost Marshal's Office.

SUMMARY OF REVISION

USFJI 31-205 updates USFJ Instruction 31-205 dated 6 October 2003 by adding the requirement to display numbered license plates on the front and rear of vehicles when operating on Japanese thoroughfares in accordance with USFJ-GOJ Joint Committee agreement.

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//////SIGNED/////

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Chapter 1

INTRODUCTION

1.1. Program Management. The USFJ Provost Marshal Office (PMO), J023, is the coordinating office for this instruction and is the primary contributor to policy affecting vehicle operations and traffic supervision (Chapters 1 through 4). The Director of Plans & Policy, J5, and the Director of Logistics, J4, are jointly responsible for updating policy affecting entry and use in Japan of privately owned motor vehicles and parts and the disposition of motor vehicle personal property (Chapters 5 and 6). The Staff Judge Advocate, J06, is responsible for legal review of this instruction.

1.1.1. Direct inquiries and requests for exception to policy concerning Chapters 1 through 4 and their associated attachments to:

HQ USFJ/J023
Unit 5068
APO AP 96328-5068

1.1.2. Direct inquiries and requests for exceptions to policy concerning Chapter 5 and 6 and their associated attachments to:

HQ USFJ/J54
Government Relations
Unit 5068
APO AP 96328-5068

1.1.3. Commander's Intent.

1.1.3.1. Safe and efficient movement of personnel and vehicles is the objective of every traffic control program. This is an important command responsibility with significant impact on host nation relations. Program goals should consistently focus on ways to reduce traffic related deaths, injuries and property damage. Commanders must place emphasis on driver's education training with the intent of meeting the Japan professional driver standard before they issue operator's licenses and permits.

1.2. Responsibilities.

1.2.1. The Commander, United States Forces, Japan (COMUSJAPAN) is the coordinating authority for vehicle insurance, registration, licensing, and payment of charges to GOJ authorities for the use of roads. COMUSJAPAN insures uniformity in control of traffic and motor vehicle operations and establishes the minimum motor vehicle safety training standards.

1.2.2. Service component commanders.

1.2.2.1. Implement and ensure compliance of this directive within their respective areas of responsibility. Provide COMUSJAPAN, via J023, with electronic copies of service regulations implementing this instruction.

1.2.3. Commanders.

1.2.3.1. Cooperate with local GOJ traffic control authorities in their respective areas of responsibility (as defined in inter-service agreements) to ensure the orderly registration of vehicles and control of motor vehicle traffic.

1.2.3.2. Establish a system whereby the installation commander to whom the registrant is assigned will accomplish the inspection, examine required records and issue registration certificates.

1.2.3.3. Publicize GOJ traffic laws and regulations to indoctrinate USFJ personnel to their provisions. Provide traffic safety through professional training programs tailored to local driving conditions. As a minimum, administer a written test with a minimum passing score of 70%, prior to the issuance of any USFJ driving permit. Testable material must include the hazards posed by cyclists.

1.2.3.4. Brief personnel involved in traffic accidents on the provisions of USFJI 36-2612, Condolence Procedures, if appropriate, and instruct them to report to their designated consulting authority (normally the staff judge advocate) for advice and assistance.

1.2.3.5. Ensure personnel are aware of the conditions under which they may dispose of personal property in Japan and publicize the location of the customs offices nearest United States facilities and areas. See Attachment 3, GOJ Customs and Tariff Bureau Offices, for these locations.

1.2.4. HQ USFJ/J023.

1.2.4.1. Manage command unique traffic supervision and enforcement programs.

1.2.4.2. Develop guidance for enforcement of USFJ motor vehicle operations.

1.2.4.3. Liaison with national-level host nation police and safety authorities on traffic matters generally affecting US forces personnel.

1.2.4.4. Maintain an electronic library of instructions affecting motor vehicle operations and traffic supervision.

1.2.4.5. Serve as office of primary responsibility for processing and approving request for exceptions to this instruction.

1.3. Delegation of Authority.

1.3.1. Installation commanders may delegate their authority under this instruction to their vice commander, other subordinate commanders and appropriate officials per service instructions. Those selected for delegation must not occupy a position that might lead to a conflict of interest or the appearance of such conflict during their administration of the motor vehicle traffic supervision program. Installation commanders must coordinate their letters of delegation through their installation staff judge advocate.

1.3.2. Service component commanders, legal staff, installation commanders, and provost marshal authorities are not authorized to negotiate agreements with GOJ authorities affecting USFJ motor vehicle traffic supervision, changes to payment of fees, parking certificates, or any other motor vehicle procedures without formal coordination through COMUSJAPAN.

Chapter 2

DRIVING PRIVILEGES

2.1. Requirements for Driving Privileges.

2.1.1. Driving a government owned vehicle (GOV) or privately owned vehicle (POV) in Japan is a privilege granted by the installation commander. If personnel accept that privilege, they must comply with the laws governing motor vehicle operations, registration on the installation and this instruction.

2.1.2. US forces personnel will obey GOJ traffic laws and regulations.

2.1.3. US forces personnel will not rent, lend, or permit the use or operation of their POV's by persons other than those who possess a valid USFJ Form 4EJ, U.S. Forces, Japan Operator's Permit for Civilian Vehicle (See attachment 6). They also will not lend, rent, or authorize use under a power of attorney or otherwise give custody of their POV's to persons other than US forces personnel, except for the temporary convenience of the owner or his or her family, such as when the vehicle is in any of the following conditions:

2.1.3.1. Being driven by the owner's authorized chauffeur to implement instructions received from the employer.

2.1.3.2. Undergoing maintenance or repair.

2.1.3.3. Being shipped into or out of Japan.

2.1.3.4. Stored in a parking lot or garage.

2.1.3.5. Placed in temporary storage pending authorized disposition to a resident of Japan (See Chapter 6, Disposition of Personal Property In Japan.)

2.1.3.6. Undergoing inspection and processing at a GOJ Land and Transportation Office (LTO).

2.1.3.7. Being driven by a properly licensed individual while the owner/operator is incapable of driving himself, e.g., physically incapacitated, too tired, or consumed some amount of alcohol.

2.1.4. US forces personnel will not operate a rented or borrowed motor vehicle, including any Japanese-owned motor vehicle, unless the following requirements are met:

2.1.4.1. Operators have a valid USFJ Form 4EJ for the type of motor vehicle to be operated.

2.1.4.2. Operators have the owner's written permission in their immediate possession while operating the motor vehicle (only required when the owner is out of reach, that is, on TDY or leave).

2.1.4.3. The vehicle to be operated is covered by insurance as prescribed in Chapter 3.

2.1.5. All US forces personnel operating a motor vehicle in Japan must produce, upon request from provost marshal authorities or Japan law enforcement officials, the following:

2.1.5.1. Proof of vehicle ownership or registration as required by the issuing authority.

2.1.5.2. A valid U.S. Forces, Japan Operator's Permit for Civilian Vehicle USFJ Form 4EJ, supported by an official Department of Defense (DOD) Identification Card.

2.1.5.2.1. Exception: Family members or friends identified under special licensing considerations (See para 2.2.4.) must provide a valid picture ID card, USFJ Form 4EJ and letter of authorization from the installation commander or his designated representative.

2.1.5.3. Proof of Japan Compulsory Insurance (JCI) and property damage liability insurance as directed by this instruction.

2.1.6. US forces personnel involved in a traffic accident will cooperate with US law enforcement authorities and GOJ law enforcement personnel.

2.1.7. Implied Consent to Blood, Breath, or Urine Tests.

2.1.7.1. US Forces, Japan is the legal issuing authority for US forces personnel to operate a SOFA registered vehicle both on and off USFJ installations. Implied consent is therefore a pre-condition for anyone operating a USFJ registered vehicle, GOV or POV, in Japan regardless of location. Drivers give consent to evidential tests for alcohol or other drug content of their blood, breath and/or urine as a condition of accepting driving privileges. This consent applies when lawfully stopped, detained, apprehended or cited for any driving offense committed while driving or in physical control of a motor vehicle in Japan.

2.1.8. Implied Consent to Vehicle Impoundment.

2.1.8.1. As a condition of accepting driving privileges, drivers must give their consent for the removal and temporary impoundment of their POV if their POV: 1) is illegally parked for unreasonable periods; 2) Interferes with traffic operations; 3) Creates a safety hazard; 4) Disabled by accident or incident; 5) Left unattended in, or adjacent to, a restricted, controlled, or off-limits area; or 6) Abandoned. Drivers also agree to reimburse an authorized agency or contractor for the cost of towing, storage and

disposal should a need arise to remove or impound their motor vehicle because of a situation described above.

2.1.8.2. Installation commanders define in local procedures or supplements to this instruction, the definitions for “unreasonable periods,” “abandoned,” and other terms relevant to enforcement action. Incorporate those instructions, procedures and definitions into the local installation traffic code and make them known to the general public.

2.2. Operator's Licenses and Permits.

2.2.1. US forces personnel must obtain a US Forces, Japan Operator's Permit for Civilian Vehicle, USFJ Form 4EJ, before they will be allowed to operate a privately owned vehicle in Japan. Installation Commanders may issue such permits to US forces personnel and may withdraw, suspend or revoke permits they have issued. The expiration date must be annotated on the form. Once issued by the sponsoring installation commander, the operator's permit is valid until expiration for all other USFJ installations and facilities within Japan. This includes personnel who have PCS'd from one USFJ installation to another and personnel traveling TDY within country. However, attendance at local driving conditions safety courses by all US forces personnel is mandatory. Personnel who PCS out of Japan must obtain a new operator's permit upon their return before being allowed to operate a motor vehicle in country.

2.2.2. Minimum standard for issuance of the US Forces, Japan Operator's Permit for Civilian Vehicle.

2.2.2.1. Applicant must present a valid (current) operator's permit issued by any state or territory of the US or by the District of Columbia; an international driver's permit, a valid Government of Japan operator's permit; or written proof that he or she has successfully completed a certified formal driving course.

2.2.2.1.1. A certified formal driving course is defined as any course accredited through Department of Defense Educational Activity (DODEA), the American Automobile Association (AAA), American Driver and Traffic Safety Education Association (ADTSEA) or any other agency document displaying proof of 45 hours of aggregate (classroom and hands-on) instruction with not less than six hours of hands-on training and a raised U.S. state seal. For older documents not displaying a raised U.S. state seal, a letter from the Department of Motor Vehicles from the issuing state attesting to the document's authenticity is acceptable. There will be a two year phase in period for this requirement with a completion date of 1 July 2005.

2.2.2.1.1.1. Student driving instruction received from the Department of Defense Dependent School (DODDS) is only acceptable for the academic portion of a USFJ driver's permit. DODDS is certified by DODEA and accredited through the North Central Association for this purpose. Student drivers who have completed DODDS classroom instruction must also complete a minimum of six hours of professionally

supervised road driving before they can be issued their operator's permit. Parents, friends and relatives who are not certified professional driving instructors cannot serve as a fulfillment of this requirement except when installation procedures allow for parental or adult instruction within specially designated areas away from traffic areas as designated by the installation commander. Non-certified instruction cannot be used for licensing purposes.

2.2.2.1.2. Applicants desiring a driver's permit for operating a motorcycle must complete a Motorcycle Safety Foundation or equivalent state-approved course prior to licensing. New arrivals to Japan with prior certification must present their motorcycle training certification letter or card. If proof does not exist, the course must be retaken.

2.2.2.2. Applicant must sign a locally produced written statement declaring any document presented as proof as a motor vehicle operator's permit has not been, or is not in the process of being withdrawn, suspended or revoked.

2.2.2.3. Applicant must complete the service component commander approved classroom instruction for local driving conditions. As a minimum, this indoctrination must include a written examination with a minimum passing score of 70 percent. Curriculum will include information on Japanese traffic environmental characteristics, the unique hazards posed by bicyclists traveling on motor vehicle roads, international traffic signs and symbols, Japanese and local base traffic regulations, also safety considerations and potential for political ramifications of unsafe driving.

2.2.2.3.1. Certified motorcycle riders will attend an additional local training session highlighting the unique hazards of riding motorcycles in Japan. A road/skills test, equivalent to the Motorcycle Operator's Skill Test II (MOST II), must be included in the training. The rider's road test vehicle must match the maximum size-category authorized on the operators permit. Personnel unable to successfully pass the road test will be required to attend a full motorcycle certification course.

2.2.2.4. Applicant's hearing, vision and physical condition must be adequate to permit safe driving. All restrictions placed on U.S., or other issued driving permits used to support issuance of the USFJ Form 4EJ will be enforced by provost marshal authorities.

2.2.2.5. Applicants must be at least 18 years old to operate any privately owned motor vehicle off the installation provided the requirements in para 2.2.3.4 are met. The sole exception to this limitation is operation of vehicles to cross an off-base road bisecting a U.S. Forces installation, if permitted in the local supplement to this instruction.

2.2.3. Restrictions to issuance and use of the US Forces, Japan Operator's Permit for Civilian Vehicle.

2.2.3.1. US forces personnel will be permitted to operate a military vehicle, including two-wheeled vehicles, only when in possession of a valid operator's permit. The operator must have in his possession a US Government Motor Vehicle Operator's

Identification Card, Optional Form 346, or other U.S. service documentation as prescribed by service component regulations.

2.2.3.1.1. Stamp two-wheeled vehicle operator permits with the size category authorized. Category I operators cannot upgrade into a higher category without first completing a Motorcycle Safety Foundation or equivalent course on a motorcycle. Category II, III, and IV operators must complete the MOST II or equivalent course on a motorcycle within the desired category prior to receiving the higher endorsement on the USFJ Form 4EJ.

Category I: 250cc or less moped or motor scooter.

Category II: Motorcycles 125cc or less.

Category III: Motorcycles 400cc or less.

Category IV: Motorcycles 750cc or less.

Category V: Motorcycles over 750cc.

2.2.3.1.2. Service Component Commanders may authorize U.S. Forces personnel, retired members of the U.S. armed forces, and UNC (R) accredited personnel to operate OV plated military vehicles. Such personnel shall be in possession of appropriate drivers license i.e., Form EJ-4, international drivers license, Japanese license or UNC sending state issued license.

2.2.3.2. Installation commanders will specify the on-base rules and regulations for the conduct of student driving.

2.2.3.3. Applicants, age 16 or older, may be issued permits to operate vehicles on the installation with approval of the sponsoring installation commander. All applicants below the minimum age for off-base driving will be issued permits clearly over-stamped "FOR ON-BASE USE ONLY". This procedure is established to insure applicants and their sponsors are aware for this policy.

2.2.3.4. 18 year old dependents issued an initial driver's permit will be restricted to on-base driving for a minimum of 30 days before they may be licensed to operate off base. Dependents who have recently turned 18 years old and have legally operated a motor vehicle on base for at least thirty days meet this requirement. Exceptions may be granted in specific cases when, in the judgment of the installation commander, application of the 30-day rule will result in undue hardship.

2.2.3.5. All US forces personnel operating or riding a motorcycle, moped, snowmobile, all-terrain vehicle (ATV), mini-bike, or any other similarly designed motor vehicle are required to wear and properly fasten the following protective equipment and clothing:

2.2.3.5.1. A Department of Transportation (DOT), Snell Memorial Foundation (SNF) or American Nation Standards Institute (ANSI) certified motorcycle helmet or host nation equivalent for non U.S. Forces personnel.

2.2.3.5.2. Impact or shatter resistant goggles or full-face shield properly attached to or around the helmet. Sunglasses do not fill this requirement.

2.2.3.5.3. Sturdy foot protection, long sleeve shirts or jackets, long pants and gloves.

2.2.3.5.4. Reflective vests or sewn on reflective material during hours of darkness unless declared otherwise by the installation commander as part of a force protection measure.

2.2.3.6. A separate road test will be administered to all two-wheeled vehicle operators who desire to carry passengers. A MOST II or equivalent road test will be used to evaluate an operator's proficiency in handling the vehicle in a series of emergency conditions with a passenger aboard. The operator's permit will be clearly over-stamped "AUTHORIZED TO CARRY PASSENGERS". Two-wheeled vehicle operators not so licensed will not be allowed to carry passengers.

2.2.3.6.1. Two-wheeled vehicle operators will not be licensed to carry passengers **off** base unless they have had a minimum of one year's driving experience. Operating experience required to carry a passenger aboard a two-wheeled vehicle **on** base will be at the discretion of the installation commander. If in this case, required driving experience is less for on base than off base driving, the operator's permit will be clearly over-stamped with "AUTHORIZED TO CARRY PASSENGERS ON BASE ONLY".

2.2.4. Special licensing considerations.

2.2.4.1. Installation commanders may approve the issuance of an "FOR ON-BASE USE ONLY" USFJ Form 4EJ to family members, stepparents, or guardians authorized to use base facilities. This special application should be granted on the basis of reducing hardships imposed on members and/or their families by illness, deployment(s) or extenuating circumstances. Requests for special licensing consideration should be forwarded directly to the installation commander. Vehicle operators granted this special consideration must complete the installation driver's safety course prior to receipt of the USFJ Form 4EJ.

2.2.4.2. US forces personnel maintaining more than one legal residence in Japan (i.e., a SOFA sponsored member resides in Okinawa, but makes regular visits to their spouse who live on Honshu) may apply for special licensing consideration to register motor vehicles at both installations. The request, with written justification, must be approved by the sponsoring installation commander and formally staffed through the provost marshal authorities of the installation expected to issue the license and register the vehicle.

2.2.5. Permits for Chauffeurs.

2.2.5.1. Installation commanders may approve or disapprove the operation of a motor vehicle belonging to a US forces member by a chauffeur.

2.2.5.1.1. Installation commanders will establish specific standards for licensing and approving chauffeurs. As a minimum:

2.2.5.1.1.1. Unit Commanders will ensure a bona-fide employer-employee relationship exists and that permits are not being requested to avoid the restrictions established in this instruction.

2.2.5.1.1.2. Provost marshal authorities or locally authorized agency will over-stamp the USFJ Form 4EJ with "CHAUFFEUR".

2.2.5.1.1.3. US forces personnel will immediately report changes in the chauffeur's employer-employee relationship to the unit commander and provost marshal authorities.

2.2.5.1.1.4. Chauffeurs who do not possess SOFA status must also obtain and maintain appropriate GOJ licenses.

2.3. Suspension or Revocation of Driving Privileges.

2.3.1. Installation commanders or their designated representatives may issue, suspend or revoke installation driving privileges and POV registration for lawful reason both related and unrelated to traffic violations or safe vehicle operations. Incorporate procedures governing suspension and revocation in local publications or supplements to this instruction. Make these known to the general public.

2.3.1.1. Ensure provost marshal authorities or responsible service component activities develop procedures to forward revocation, suspension, and driving records to gaining commanders and to initiate appropriate staff action when receiving similar records from losing commanders of inbound personnel.

2.3.1.2. Installation commanders may authorize the continued use or ownership of a vehicle, including road tax decal, belonging to a sponsor who has had their operator's permit suspended or revoked under the following conditions:

2.3.1.2.1. Continued use by dependents or family members in possession of a valid USFJ vehicle operator's permit. Annotate the registration record to reflect restriction of vehicle operation to dependents or family members as appropriate. Maintain registration under the sponsor's (principal owner's) name.

2.3.1.2.2. In the commander's opinion, undue hardship will result from a forced sale of a vehicle due to license revocation. Annotate the registration record to reflect restriction of vehicle operation for the revocation period. Establish local procedures to ensure compliance with the restriction and allow for continued ownership of the vehicle.

2.3.2. Suspensions.

2.3.2.1. Installation commanders will honor other installation suspensions regardless of service component affiliation. Anyone with suspended or revoked privileges may petition an installation commander for partial or limited driving privileges.

2.3.2.2. US forces personnel whose driving privileges have been suspended are subject to the restrictions listed in para 2.3.3., unless a partial or limited driving privilege has been granted in writing by the installation commander.

2.3.2.3. Installation commanders may suspend driving privileges for serious violations or when lesser measures fail to improve a driver's performance. The commander may also suspend or revoke licenses for up to 12 months, if a driver continually violates installation-parking standards, or habitually violates other standards considered non-moving in nature. Installation commanders determine suspension and revocation policy for non-moving violations, as well as what constitutes a non-moving violation on their installation (i.e., performing unauthorized repair; failure to register; unauthorized modifications or alterations; failure to maintain safety standards, etc). Make these standards part of the local installation traffic code and take reasonable steps to make them known to the general public.

2.3.2.4. With the exception of the Japan motor vehicle standard for Driving While Drinking Indicated (DWDI), installation commanders will immediately suspend installation GOV or POV driving privileges pending resolution of an intoxicated driving incident involving US forces personnel. This applies regardless of the geographic location of an intoxicated driving incident. After a review of available evidence as specified in para 2.1.5., suspend (or deny for non-DOD affiliated personnel) driver's privileges pending resolution of the intoxicated driving incident under the circumstances outlined below:

2.3.2.4.1. Refusal to take or complete a lawfully requested chemical test to determine blood alcohol content (BAC) or breath alcohol content (BrAC) for alcohol or other drugs.

2.3.2.4.2. Operating a motor vehicle with BAC or BrAC of 0.05 (the JA test equivalent) percent by volume or higher.

2.3.2.4.3. Upon notification of an arrest report or other official document reasonably showing an intoxicated driving incident occurred.

2.3.2.4.4. Installation commanders may impose multiple suspensions to run consecutively or concurrently.

2.3.3. Revocation.

2.3.3.1. Installation commanders will honor other revocations issued by other installation commanders regardless of service component affiliation or location. Revocations remain in effect during reassignment unless the issuing authority terminates the revocation in writing before reassignment.

2.3.3.2. US forces personnel, retirees, or any other person whose driving privileges have been revoked are not authorized to operate any motor vehicle on a USFJ installation. Specifically included in this restriction is the use of a GOJ driver's license to operate a GOJ licensed vehicle on a USFJ installation. This restriction also applies to mopeds, motorcycles or any other motorized vehicle, while in effect.

2.3.3.3. The installation commander will immediately revoke driving privileges for a period of not less than one year in the following circumstances:

2.3.3.3.1. A person is lawfully detained while in control of a motor vehicle and refuses to submit to or complete tests to measure blood alcohol or drug content as required by the law of the jurisdiction including the installation traffic code or this instruction.

2.3.3.3.2. A conviction, non-judicial punishment, or a military or civilian administrative action resulting in the suspension or revocation of a driver's license for intoxicated driving. Official documentation is required as the basis for this type of revocation action.

2.3.3.3.3. When a serious incident involving a motor vehicle occurs and the installation commander determines immediate revocation of driving privileges is required to preserve public safety or the good order and discipline of military personnel.

2.3.3.4. Unless directed otherwise by service component instruction, compute a revocation period that follows a temporary suspension from the original suspension date. Exclude any period during which full driving privileges were restored pending resolution of charges.

2.3.3.5. If revocation of an operator's permit necessitates the sale, disposal or permanent removal of a vehicle from the owner, the USFJ Motor Vehicle Decal must be removed.

2.4. Administrative Due Process for Suspensions and Revocations.

2.4.1. Refer to service component instructions.

2.5. Alcohol and Drug Abuse Programs.

2.5.1. Report US forces personnel involved in any intoxicated (drug or alcohol) motor vehicle incident to appropriate medical authorities per service component instructions.

2.6. Restoration of Driving Privileges on Acquittal.

2.6.1. When an official report or finding determines the driver was not in control of a motor vehicle while intoxicated (drugs or alcohol), lack of guilt (not guilty), acquittal or when charges are dismissed or reduced to an offense not amounting to intoxicated driving, vacate the suspension of driving privileges except when:

2.6.1.1. The preliminary suspension was based on refusal to take a BAC test.

2.6.1.2. Operating a motor vehicle with a BAC of 0.10 percent by volume or higher or in violation of Japan law, excluding DWDI.

2.6.1.3. The person was driving or in physical control of a motor vehicle while under another preliminary suspension or revocation.

2.6.1.4. GOJ authorities have made an administrative determination to suspend or revoke driving privileges based on local law or pertinent regulations.

2.6.1.5. The individual failed to complete a formally directed substance abuse or driver's training program.

2.6.2. Consult the installation SJA to determine the legal effect of a finding of lack of guilt (not guilty), acquittal or when charges are dismissed or reduced to an offense not amounting to intoxicated driving. For instance, a dismissal of criminal DUI charges for failure to provide a speedy trial would not prevent an administrative finding of DUI for license revocation purposes.

2.7. Restricted Driving Privileges or Probation.

2.7.1. Unless prohibited by higher authority or other publication, installation commanders may authorize partial or restricted driving privileges to those whose authority to drive on military installations was suspended or revoked. Ensure the individual's driving credentials (civilian state, international, Japan, etc.) are still valid.

2.7.2. Unless authorized at the commanders discretion, do not grant restricted driving privileges, probation, or reinstatement to any person whose civilian driver's license is under suspension or revocation by a state, federal, or Japan licensing authority. If absolutely necessary to do so (and for on base privileges only), coordinate with the installation staff judge advocate.

2.8. Extensions of Suspensions and Revocations.

2.8.1. Refer to service component instructions.

Chapter 3

MOTOR VEHICLE REGISTRATION

3.1. Registration Policy.

3.1.1. US forces personnel will present privately owned automobiles, trucks, trailers and motorcycles to which they have title, possession or custody to GOJ authorities for inspection (does not preclude on-base inspection), registration and obtaining of GOJ license plates. Special purpose vehicles not designed for use on public roadways need not be registered with GOJ authorities. These include competition motorcycles, racing cars, go-carts and specialized vehicles for the transportation of the physically disabled. Provost marshal authorities will ensure local control of specialized vehicles owned by US forces personnel. Local GOJ LTO's are responsible for the inspection, registration and licensing of those motor vehicles owned by, or in the possession or custody of US forces personnel stationed in the prefecture, except for those vehicles of less than 126cc piston displacement which will be registered with the local city or ward office of the municipality in which the registrant is stationed.

3.1.1.1. United Nations Command (Rear) Liaison Officers (UNC(R)LNO) authorized to use USFJ facilities at Camp Zama, FA Yokosuka, FA Sasebo , Kadena AB, MCAS Futenma, Yokota AB and White Beach Port Facility will register their vehicles with provost marshal authorities at Camp Zama.

3.1.2. Special consideration is authorized for US forces personnel maintaining more than one legal residence in Japan to register a second vehicle at a separate USFJ installation under the criteria set forth in para 2.2.4.2.

3.1.3. Unless registered in accordance with this instruction or addressed in para 3.1.3.1., motor vehicles will not be serviced at gasoline, petroleum, oil or lubricant service stations, outlets, or garages on US forces facilities' and areas or at such service stations, outlets, or garages operated by or for the US forces. For control purposes, installation commanders may wish to restrict this service to vehicles bearing the USFJ Motor Vehicle Decal.

3.1.3.1. Exception: Motorists who are authorized such patronage and are in possession of a valid US forces, US Embassy or United Nation Command (Rear) identification card. This exception specifically applies to rental cars, US embassy vehicles, vehicles on loan from repair facilities, or non-Y Japanese plated vehicles lawfully owned by US forces, US Embassy or UNC (R) accredited personnel.

3.1.4. Installation commanders are authorized to require registration of bicycles owned by US forces personnel and affix identification decals to them.

3.2. Temporary Registration.

3.2.1. Pending inspection and permanent registration of privately owned motor vehicles, registrants must obtain and affix temporary license plates to the vehicles prior to operation. These will be obtained from GOJ authorities in the prefecture where the registrant is assigned. US forces personnel who desire to drive a newly imported motor vehicle from the port of entry to their place of assignment will obtain temporary license plates from GOJ authorities in the prefecture in which the port is located and affix these plates to the vehicle before departing from the port. JCI as required in para 3.7 of this instruction is required to complete temporary registration.

3.3. Permanent Registration.

3.3.1. All US forces registrants will contact their local provost marshal authorities for instructions prior to effecting motor vehicle registration with the GOJ LTO or city/ward office. Upon completion of registration with GOJ authorities, all US forces personnel will ensure their vehicles are registered with the provost marshal authorities of their assigned installation. In cases where service component registration procedures conflict, USFJ instructions will take precedence.

3.3.2. US forces registrant responsibilities.

3.3.2.1 Registrants are required to present provost marshal authorities with proof of the following:

3.3.2.1.1. US forces (active), UNC (R) status.

3.3.2.1.2. Legal title to the vehicle or other appropriate authority authorizing possession or custody of the vehicle. Proof will include presentation of the original of one of the following: bill of sale, certificate of title, certificate of ownership, or a similar document that would satisfy requirements in the United States for registration of the vehicle in the name of the registrant.

3.3.2.1.3. JCI is in effect in accordance with para 3.7. of this instruction.

3.3.2.1.4. Valid USFJ operator's permit for the specific type of POV being registered.

3.3.2.1.5. Vehicle registration has been completed with GOJ authorities (possession of a Japan Vehicle Registration Card). Registrants may be required to furnish GOJ authorities a copy of the document showing legal ownership of the vehicle. Usually, GOJ authorities retain this document unless the vehicle is imported into Japan. In the latter case an approved USFJ Form 380-EJ (Customs Free Import or Export of Cargo or Customs Declaration of Personal property) is required. Fees charged by GOJ authorities for vehicle inspection and for number plates vary.

3.3.2.2. Registrants are required to notify provost marshal authorities responsible for registration of the following:

3.3.2.2.1. Change of duty station, unit of assignment or prefecture where assigned. Report the change to the provost marshal authorities at both the former and new place of assignment. Registrants will transfer their Japanese vehicle registration through the appropriate GOJ LTO from the old to the new prefecture of assignment. New license plates are required within 15 days of such permanent changes of assignment. Re-registrations are not required for use of a motor vehicle in a prefecture other than that in which the registrant is regularly assigned unless the vehicle's owner resides in that prefecture.

3.3.2.2.2. Sale of the vehicle or transfer of title, possession or custody.

3.3.2.2.3. Lost, theft, destruction or abandonment of the vehicle.

3.3.2.2.4. Changes to the appearance of the vehicle affecting the color, model shape or style, vehicle identification number or engine number.

3.3.2.2.5. Consideration received in relation to future disposition arrangements (e.g., option to purchase, contract to sell).

3.3.2.2.6. Planned shipment of a vehicle from Japan to include verification the vehicle was in fact shipped.

3.3.3. Installation provost marshal authority responsibilities.

3.3.3.1. Examine ownership documents, insurance policies and certificates to determine acceptability of proof of ownership and adequacy of insurance coverage.

3.3.3.2. Instruct US forces personnel, US forces retirees, and UNC (R) personnel on the proper procedures to register vehicles with GOJ LTO's.

3.3.3.3. Prepare and issue the DD Form 430, Military Registration and Certificate of Title of Motor Vehicle Form or a locally approved equivalent. Issue the original document to the registrant, unless it is necessary to issue a duplicate copy for use by one or more dependents residing in Japan who are qualified to operate the vehicle concerned. Refer to service component instructions for preparation, issue and file keeping for this form.

3.3.3.4. Provide the registrant with a USFJ Form 15A or 15B, USFJ Motor Vehicle Decal, as appropriate. This USFJ Motor Vehicle Decal is described in para 3.6.

3.4. License Plates.

3.4.1. Privately owned motor vehicles, except those issued OV license plates, will bear

Japanese Government license plates. This includes the use of neon-style internally-lighted license plates authorized by the GOJ and issued by the LTO. However, any illumination device, including neon, that in the view of provost marshal authorities neutralizes an observer's ability to read the license plate (too bright or causes color blending) must be immediately disabled and removed within 24 hours.

3.4.2. Attach Japan license plates to the front and rear of GOJ registered POV's. Attach only a rear license plate on two-wheeled vehicles and trailers. The rear plate will have a LTO stamped seal affixed to it. When these plates have become illegible or difficult to read, obtain new plates.

3.4.3. All personnel operating a motor vehicle on USFJ installation must keep their license plate relatively clean and visible at all times. US forces personnel are required to ensure their license plates are reasonably clear during inclement weather prior to entering Japan and US installation roadways.

3.4.4. Retouching, repainting or modifying of license plates is prohibited. US forces personnel are prohibited from detaching the LTO stamped seal from the license plate .

3.4.5. Provost marshal authorities may direct replacement of illegible or difficult-to-read plates.

3.4.6. All US Forces official vehicles will have numbered plates affixed to the front and rear of the vehicle when operating on Japanese public or private roads and thoroughfares. Said numbered plate will be no smaller than 30.5 centimeters in length and 15.5 centimeters in width (size of standard issue GSA license plate). The numbered plate will be clearly visible and have a white background with a distinct identification number in black, blue, or red print. Also, numbered plate light(s) will be fixed to the rear of the vehicle, unless technically unfeasible or operationally prohibited, so that the numbered plate will be visible at night. If no light is affixed, the plate and numbers will be of a highly reflective material to facilitate identification in reduced light.

3.4.7. Motorcycles which are military vehicles will be affixed with same plates, and in the same manner, as the Government of Japan issued plates. Numbering will be as specified by service directives.

3.4.8. US Forces official vehicles when operating on US Forces facilities and areas will not be required to have numbered plates as stated in paragraph 3.4.6. Tactical vehicles may use a temporary attachment. Non-tactical vehicles should be affixed in the same manner as a normal license plate. Except for the lead and trail vehicle, all other vehicles in convoy from US Forces facilities and areas to ports of embarkation, or from ports of debarkation to US Forces facilities and areas, will not be required to have numbered plates as in paragraph 3.4.6 above. However, vehicles other than the trail and lead will carry individual markings. The lead vehicle and last vehicle in the convoy will have numbered plates as in paragraph 3.4.6 above.

3.5. Cancellation of Registration for Motor Vehicles Leaving Japan.

3.5.1. File requests for the cancellation of registration with local provost marshal authorities. Cancellation requests will be made out in duplicate. Surrender the vehicle certificate of inspection to the appropriate GOJ LTO. Deliver the duplicate copy of the cancellation request with the vehicle to port authorities after GOJ LTO authorities have indicated the cancellation is complete. Submit evidence to provost marshal authorities that port authorities have accepted and are shipping the motor vehicle from Japan.

3.5.2. US forces personnel are not authorized to PCS from Japan without de-registering or properly disposing of their vehicle in accordance with this instruction.

3.6. The USFJ Motor Vehicle Decal, USFJ Form 15A and 15B.

3.6.1. The USFJ Provost Marshal Office, USFJ/J023, Police Services Branch is the OPR for the USFJ Form 15A and 15B, USFJ Motor Vehicle Decal. The motor vehicle decal serves as proof of motor vehicle registration and payment of the GOJ road tax for US forces personnel. The form also serves to identify US forces vehicles authorized to use AAFES and other service related facilities.

3.6.1.1. The USFJ Form 15A is an internally applied windshield decal for use with all four-wheeled motor vehicles utilizing a permanent windshield.

3.6.1.2. The USFJ Form 15B is an externally applied decal for use with two-wheel motor vehicles and snowmobiles.

3.6.2. The USFJ Motor Vehicle Decal is not a vehicle pass. It cannot be used to grant vehicle access onto any US forces installation or facility in Japan. Service component commanders will ensure vehicle entry onto a USFJ installation is based minimally on the authorized credentials of the motorist and not on a vehicle decal. No other service component or installation motor vehicle entry decal is authorized. Do not attach any decal to or in conjunction with the USFJ Form 15A and 15B to include service component expiration dates or installation codes, without the written consent of the USFJ Provost Marshal.

3.6.2.1. Installation commanders may authorize the use of the USFJ Motor Vehicle Decal for retired military personnel. Establish local procedures to ensure strict adherence to insurance requirements.

3.6.3. The USFJ Motor Vehicle Decal is a controlled item and must be accounted for from issue to final disposition. Once issued, the motorist is responsible for the control and return of the form to provost marshal or issuing authorities. This includes decals that are expired, attached to vehicles in the process of being legally disposed of, mutilated in accidents (within reason), attached to vehicles pending sale to persons not covered by the SOFA and/or US forces personnel not assigned to the issuing installation. Removed road tax decals must be returned to the installation issuing

authority in whole or in pieces constituting the entire decal. Make this requirement known to the general public and publish this requirement in local instructions.

3.6.3.1. The USFJ Motor Vehicle Decal will be issued directly to the vehicle registrant in exchange for an expired form or as an initial issue. The decal must be immediately applied to the vehicle and correctly placed so that it is visible from outside of the vehicle. The PMO will direct exact placement of the motor vehicle decal upon publication and distribution of the current year format. Only the current year decal is authorized for display. The final deadline for conversion to current year motor vehicle decals is 31 May for all USFJ installations. Installation law enforcement authorities will ensure written and advertised procedures are established to meet the intent of this policy. PMO manufacturing and specification guidelines are listed in Attachment 13. Distribution of Attachment 13 is limited to provost marshal authorities only. Vendor specifications for manufacture are listed in Attachment 14. Distribution of Attachment 14 is limited for use by the PMO and prospective vendors only.

3.6.3.2. US forces motor vehicle owners and operators are required to notify their issuing provost marshal authorities upon discovery of any lost, missing, or stolen USFJ Motor Vehicle Decal. This includes decals lost during accidents or service repair. As a minimum, installation provost marshal authorities receiving these reports will notify their service component provost marshal, Naval Criminal Investigative Service (NCIS) or Air Force Office of Special Investigations (AFOSI) as appropriate and the PMO, Police Services Branch, via email, telephone or Fax. Provide incident details as soon as available to including decal number, issuing authority, location and nature of the incident.

3.7. Insurance of Privately Owned and Official Vehicles.

3.7.1. Each privately owned motor vehicle, including OV-plated vehicles and all two-wheeled vehicles regardless of engine displacement and will have insurance required by the Japanese Motor Vehicle Damage Compensation Guaranty Law, Law No. 97, 1955 as amended. Additionally, vehicle owners must secure and maintain coverage of no less than ¥30,000,000 for bodily injury and ¥3,000,000 for property damage as a condition precedent to permanent or temporary registration with provost marshal authorities. (See Attachment 2, Facts on Car Insurance in Japan, for further details).

3.7.1.1. Military vehicles assigned OV numbers are not required to carry the insurance prescribed by the Motor Vehicle Damage Compensation Guaranty Law except where directed to carry such insurance by the installation commander concerned.

3.7.1.2. Japan Self Defense Force members and GOJ representatives who operate their POVs on USFJ installations are exempt from the additional bodily injury and property damage liability insurance requirement.

3.7.1.3. US forces serving on Hokkaido are authorized a climate related exception to policy for the storage of motorcycles and snowmobiles.

3.7.1.3.1. USFJ directed bodily injury and property damage liability insurances exceeding JCI for motorcycles and snowmobiles need only cover maximum seasonal periods of use. Unless otherwise determined by the installation commander, consider the period of 1 April through 30 November the normal season for motorcycles and 1 November through 30 April for snowmobiles. Under no circumstances will a privately owned motorcycle or snowmobile be operated on or off base without the required insurance coverage. Regardless of seasonal use, JCI is mandatory and must remain in effect at all times.

3.7.2. Installation commanders are authorized to require motor vehicle insurance in addition to the minimum specified in para 3.7.1. when dictated by local conditions and not precluded by service component regulations. Formally notify USFJ/J06, International Law, prior to implementation of such additions.

3.7.3. As a prerequisite to granting permission to a Master Labor Contract or Indirect Hire Agreement employee of the US forces to operate a privately owned vehicle on a US forces installation, the installation commander will require the employee to produce evidence of insurance coverage under the Japanese Motor Vehicle Damage Compensation Guaranty Law (Law No. 97,1955 as amended).

3.7.4. Installation commanders will establish controls, such as presentation of documentation, to verify prescribed insurance coverage is in force. Commanders will also institute a vigorous educational program to advise personnel on insurance coverage for both off and on-base vehicle operation and establish a program to monitor compliance with insurance requirements set forth in para 3.7.1. The program will be reviewed periodically to ensure that it is effective and current.

3.7.4.1. Administrative penalties for operating a POV without required insurance will be determined locally by the installation commander.

3.7.5. US forces personnel will not operate POVs unless the insurance specified in para 3.7.1. is in effect. This restriction also applies to rental cars authorized for use by service component instructions.

3.7.6. US forces personnel are required to carry their insurance certificate as directed by this instruction in their vehicle at all times.

3.7.7. GOJ law restricts cancellation of liability insurance contracts to certain specific cases. US forces personnel contemplating cancellation of compulsory liability insurance should seek advice and assistance from legal counsel prior to taking any action.

3.8. Japan Road Use and Tonnage Tax.

3.8.1. US forces personnel owning POVs will pay the amounts listed in Tables 1-6 for the use of roads in Japan. The coverage period for fees is for up to one year unless otherwise noted. OV-plated vehicles are excluded from this requirement.

3.8.1.1. Initial inspection of new passenger carrying motor vehicles is for a three year period. The tonnage tax must also be paid for the full three-year period at the time of inspection. JCI coverage is required for the inspection period.

3.8.1.1.1. A POV imported from the United States, regardless of year of manufacture will be considered a new vehicle when first presented for the Japanese inspection. The owner must comply with the three-year requirement. This requirement does not apply to new two-wheeled vehicles.

3.8.1.2. Charges are payable in the prefecture in which the vehicle is currently registered except light motor vehicles and two-wheeled motor vehicles which are paid to appropriate city/ward office. Payment is generally due shortly after the start of Japan fiscal year, 1 April.

3.8.1.3. GOJ law requires US forces personnel pay a five percent acquisition tax on all purchases in Japan of private vehicles of ¥500,000 or over in value unless such purchase is an "inter se" transfer (purchased by a USFJ member from another member of USFJ or purchased from an agency of USFJ).

3.8.1.4. US forces personnel who acquire motor vehicles subsequent to 1 April in any GOJ fiscal year (1 April to 31 March of following year), but prior to the close of this fiscal year, are required to pay one-twelfth of the appropriate annual road tax amount for each month from the first of the month following the acquisition of the motor vehicle until the close of the Japanese fiscal year.

3.8.2. Provost marshal authorities will work with appropriate LTO's or city/ward offices to establish the timely collection of fees, ensure vehicle records are accurate, and publish procedural changes as needed.

3.8.2.1. In areas where large numbers of US forces vehicles are registered, provost marshal authorities will coordinate with prefectural authorities to orchestrate an efficient mass registration process.

3.8.2.2. Provost marshal authorities will complete the annual collection of charges during early April or as close to that time frame as can be arranged with local GOJ authorities.

3.8.3. Road tax receipts issued by GOJ authorities will be kept in the vehicle for which the receipt was issued.

3.8.4. Motorists may file applications for refunds with the local GOJ authorities where the charges were paid. Each refund application must include an endorsement from the

appropriate commander or his designee stating vehicle registration has been cancelled. Refunds are proportionately based on the remaining GOJ fiscal year and are made from the first of the month following that in which the registration is canceled. They are computed on the basis of one-twelfth of the annual amount for each month until the close of the GOJ fiscal year.

3.8.5. Provost marshal authorities will issue the USFJ Motor Vehicle Decal to motorists only after the vehicle has passed its safety inspection, payment of annual road charges, confirmation of JCI and USFJ required insurance, and completion any other inquiries as required by service component instructions. Refer to para 3.6 for details on the USFJ Motor Vehicle Decal.

Table 1

ROAD USE TAX				
	Vehicle Type	License Plate Series	Fee	Comments
1	Ordinary passenger cars	3, 30-39, and 300-399	¥19,000	4.5-liter or less
2	Ordinary passenger cars	3, 30-39, and 300-399	¥22,000	Over 4.5-Litter
3	Small Passenger Cars	5, 50-59, and 500-599	¥7,500	
4	Ordinary Trucks	1, 10-19, and 100-199	¥32,000	
5	Small Trucks	4, 4-49, and 400-499	¥7,500	
6	Cars for Special Use	8, 80-89, and 800-899		See applicable fees for vehicles 1 thru 5
7	*Light Motor Vehicle (four or more wheels)		¥3,000	
8	*Light Motor Vehicle (two or three wheels)		¥1,000	
9	*Motorcycles		¥1,000	
10	*Auto cycles		¥500	
* Payment made to the city or ward regardless of place of registration.				

NOTE: The term "light motor vehicles" includes two-wheeled vehicles 126-250cc engine displacement and three or four-wheeled vehicles 660cc and below.

Table 2

PASSENGER VEHICLE TONNAGE TAX	
Gross Vehicle Weight	Fee
Two-wheeled Small Motor Vehicle (126-250cc)	¥2,100
Two-wheeled Small Motor Vehicle (over 250cc)	¥1,700
Light Motor Vehicle	¥2,900
Vehicle Less Than 0.5 Metric Ton	¥4,200
0.5 > 1	¥8,400
1 > 1.5	¥12,600
1.5 > 2	¥16,800
2 > 2.5	¥21,000
2.5 > 3	¥25,200
3 > 3.5	¥29,500
3.5 > 4	¥33,600

NOTE: Certificate is valid for two years.

Table 3

TRUCK VEHICLE TONNAGE TAX	
Gross Vehicle Weight	Fee
Vehicle Less Than 1 Metric Ton	¥1,400
1 > 2	¥2,900
2 > 2.5	¥4,400
2.5 > 3.0	¥6,400
3 > 4	¥8,400
4 > 5	¥10,500
5 > 6	¥12,600
6 > 7	¥14,800
7 > 8	¥16,800
8 > 9	¥18,900
9 > 10	¥21,000
10 > 11	¥230,00
11 > 12	¥25,200
12 > 13	¥27,300
13 > 14	¥29,400
14 > 15	¥31,400
15 > 16	¥33,600

Table 4

TRAILER/OTHER VEHICLE TONNAGE TAX	
Gross Vehicle Weight	Fee
Vehicle Less Than 1 Metric Ton	¥4,200
1 > 2	¥8,400
2 > 3	¥12,600
3 > 4	¥168,00
4 > 5	¥21,000
5 > 6	¥25,200
6 > 7	¥29,400
7 > 8	¥33,600
8 > 9	¥37,800
9 > 10	¥42,000
10 > 11	¥46,200
11 > 12	¥50,400
12 > 13	¥54,600
13 > 14	¥58,800
14 > 15	¥63,000
15 > 16	¥67,200

NOTE: Certificate is valid for two years.

Table 5

OTHER LIGHT MOTOR VEHICLE TONNAGE TAX	
Classification	Fee
Vehicle other than two-wheeled	¥4,400
Two-wheeled vehicle (125cc > 250cc)	¥2,200

Note: Vehicle is not required to obtain a motor vehicle inspection certificate.

Table 6

NEW VEHICLE TONNAGE TAX	
Gross Vehicle Weight	Fee
Two-wheeled Small Motor Vehicle (over 250cc)	¥1,700
Light Motor Vehicle (Includes Truck-Type Vehicles)	¥4,400
Vehicle Less Than 0.5 Metric Ton	¥6,200
0.5 > 1	¥12,600
1 > 1.5	¥18,900
1.5 > 2	¥25,200
2 > 2.5	¥31,400
2.5 > 3	¥37,800
3 > 3.5	¥44,100
3.5 > 4	¥37,800

3.9. Official Vehicles (OV).

3.9.1. Activities present in Japan at the official invitation of, and solely in connection with US forces, may have their motor vehicles placed in a special category when they are used for the activity concerned. These vehicles will be identified by a license plate prefixed by the letters OV and numbered consecutively in accordance with service component instructions. OV-plated vehicles are not required to display identification markings or decals. Do not use identification markings on mass transit vehicles such as school and shuttle buses. Discretion for marking other OV-plated vehicles is left to the installation commander.

3.9.1.1. DODSPECREP vehicles are not required to display the name of the using organization. AAFES vehicles used extensively off base may place the AAFES logo on the top of the front and rear OV plates instead of the vehicle doors.

3.9.2. Installation commanders are authorized to approve OV numbers for the following motor vehicles:

3.9.2.1. Non-appropriated fund activities.

3.9.2.1.1. Japan and Okinawa Area Exchanges, Navy Exchanges, and post/base exchanges.

3.9.2.1.2. Clubs and organizations that are authorized and regulated by the US forces for the benefit of US forces personnel.

3.9.2.1.3. Pacific Stars and Stripes.

3.9.2.2. Other Activities.

3.9.2.2.1. American Red Cross.

3.9.2.2.2. US official contractors as defined in para 1, Article XIV of the SOFA.

3.9.2.2.3. Military banking facilities and credit unions.

3.9.2.2.4. Universities providing college level off-duty education programs.

3.9.2.2.5. United Service Organizations (USO).

3.9.3. Installation commanders may also request approval from COMUSJAPAN for the issuance of OV license plates to motor vehicles under the following conditions:

3.9.3.1. The activity is in Japan solely at the official invitation of the US forces and solely in connection with US forces business. The motor vehicle is to be used only for the regular business of the activity. Compelling and material reasons are present for authorizing the use of the OV plate.

3.9.4. Motor vehicles bearing OV plates are considered military vehicles under the US-Japan SOFA.

3.9.5. Motor vehicles bearing OV plates will conform to laws, regulations, standards and procedures otherwise applicable to military vehicles or privately owned vehicles except that such privately owned motor vehicles will be exempt from registration with GOJ Land and Transportation Offices and from charges with respect to the use of roads and tonnage tax. These limited exceptions are accorded to official vehicles within the meaning of para 2, Article X of the SOFA. OV-plated vehicles must be registered with appropriate installation provost marshal authorities.

3.9.6. Motor vehicles purchased by activities and provided to assigned staff members for personal use are not authorized OV plates, even if they are used for official purposes. Such a vehicle is to be provided special vehicle registration under the status of forces agreement in the form of a Y plate. The vehicle will be registered in the name of the staff member to whom it is provided after a management representative of the activity signs a bill of sale. Section IV of DO Form 430, Military Registration and Certificate of Title of Motor Vehicle, may reflect a lien in favor of the activity, if the vehicle is to be returned to the activity for disposal.

3.9.7. Use of OV-plated vehicles must be in the conduct of official business for the activity concerned. With the exception of non-appropriated fund taxi service and rental vehicles, OV-plated vehicles cannot be used for the personal use or benefit of the operator or passengers.

3.9.7.1. Report violations of this policy to the commander of the activity operating the

vehicle and provost marshal authorities. Follow local procedures for suspending or revoking the OV license plate privilege in cases where the policy is violated.

3.10. Anti-Pollution Requirements.

3.10.1. US force's POVs must qualify under the strict standards of the GOJ anti-pollution program. USFJ /J5 is responsible for updating and advising the service components of GOJ requirements as they are received and verified. Installation commanders are responsible for ensuring all US forces POV owners are informed of the applicable vehicle emission standards.

3.10.1.1. Commanders should emphasize informing inbound personnel via sponsorship programs of the requirements, limitations and implications of bringing vehicles into Japan. Advise all inbound personnel to seek additional information from their current installation transportation office and at ports of embarkation.

3.10.1.1.1. GOJ requires motorcycles/mopeds over 250cc manufactured 1 July 1999 or later to comply with GOJ brake standards. Additionally, motorcycles/mopeds over 250cc manufactured 1 April 2001 or later must pass GOJ emission testing and meet emission control standards. Testing facilities are not located near all USFJ military installations. Advise all inbound personnel to consult with their transportation officer prior to shipping their motorcycles/mopeds into Japan.

3.10.2. Due to an existing DOD embargo, vehicles manufactured after 31 March 1976 will be accepted for transportation to Japan at government expense only after a waiver is granted by the service command. PCS personnel returning from Japan who desire to export POV's to United States are also advised to closely review the very strict United States Government regulations on importation of foreign POV's into the United States.

3.10.3. The following GOJ vehicle emission standards apply to US forces POV's brought into Japan:

3.10.3.1. 1973 standards apply to vehicles manufactured prior to 1 April 1976.

3.10.3.2. 1975 standards apply to vehicles manufactured between 1 April 1976 and 28 Feb 1978.

3.10.3.3. 1976 standards apply to vehicles manufactured between 1 March 1978 and 31 March 1981.

3.10.3.4. 1978 standards apply to all vehicles manufactured on or after 1 April 1981.

3.10.4. The military or Japan inspection of POV's verifies that individual vehicles qualify under the 1973 Japanese emission standards: Qualification under the 1975, 1976 and 1978 vehicle emission standards is verified by GOJ using sophisticated computer techniques in the so-called "ten mode" and "eleven mode" inspections.

Qualification of any foreign (non-Japanese) and export model Japanese vehicles manufactured after 31 March 1976 and brought into Japan by US forces owners on an individual basis is extremely difficult and expensive.

3.10.5. Owners of post 31 March 1976 POV's equipped with catalytic emission control systems will face a special problem. The 000 retrofit program for disconnecting catalytic converters to ensure compliance with Environmental Protection Agency standards in US, cannot be applied to such POV's enroute to Japan. Here the converter must remain operational to permit the vehicles to qualify under the 1975-78 emission standards. Catalytic systems require nonleaded fuel.

Chapter 4

MOTOR VEHICLE TRAFFIC SUPERVISION

4.1. Japanese Traffic Laws and Regulations.

4.1.1. The Japanese Public Safety Commission has agreed traffic regulations in effect within US forces facilities and areas are applicable to Japanese nationals while they are inside the boundaries of those facilities and installations.

4.1.2. United States military vehicles are permitted to use toll roads free of toll charges. US forces will cooperate with the GOJ request to reducing delays at tollbooths by having the USFJ Form 19EJ, Certificate for Transit of Toll Roads by Military Vehicles (See attachment 7) completed in advance and ready for presentation. The supervisor of the vehicle driver or a certifying official will complete and issue this form prior to dispatch of the vehicle. For specific information on distribution and completion of the form see attachment 8, Distribution and Use of USFJ Form 19EJ.

4.2. Inspection and Minimum Operational Standards.

4.2.1. Military and privately owned motor vehicles, including OV-plated vehicles, will conform to operational safety standards established by DOD, service component and command directives.

4.2.2. Privately owned motor vehicles must meet the following GOJ requirements:

4.2.2.1. Pass a safety inspection

4.2.2.2. Carry a valid inspection certificate, usually valid for two years, and an inspection sticker, which indicates the date of expiration of the inspection certificate.

4.2.2.3. Carry an emergency signal device that emits a self-generated red light visible from two hundred meters at night, e.g., an emergency flare.

4.2.2.4. Carry a valid liability insurance certificate. The owner must present a Japanese compulsory liability insurance certificate prior to the issuance of the inspection certificate and sticker. This liability insurance certificate must be valid for the life of the motor vehicle inspection certificate.

4.2.2.5. When an inspection is required by GOJ authorities, such an inspection may, at the discretion of the commander concerned, be accepted in lieu of a military inspection. Vehicles that fail to meet the minimum established standards will be barred from operation and base registration will be canceled. The inspection document may be reviewed in conjunction with examination of records, issuance of registration certificates, payment of road tax and any other required actions.

4.3. Installation Traffic Control

4.3.1. Installation commanders will establish a traffic code for operation of motor vehicles on the installation. Installation traffic codes must contain the base rules of the road and will, to the degree possible, conform to the Japanese vehicle codes in addition to meeting service component guidance.

4.3.2. Installation commanders are responsible for ensuring vehicles entering their installation are controlled. Commanders will develop local procedures to prohibit unauthorized vehicle entry onto USFJ installations.

4.3.2.1. Privately owned motor vehicles of US forces personnel will not be granted routine access to US forces facilities and areas unless such motor vehicles have been registered and meet the insurance requirements as provided for in Chapter 3.

4.3.2.2. Treat rental vehicles as government vehicles while in use for official business by US forces or UN personnel. As a minimum, check the driver's installation entry credentials prior to allowing entry onto the installation or facility.

4.3.3. Refer to USFJ Instruction 32-7, United States Forces, Japan Real Estate, for guidance on Joint Committee MEMO 4199, Limited Humanitarian Access to USFJ Facilities and Areas by Japanese Emergency Vehicles, dated 11 January 2001.

4.3.4. Medical authorities will notify the installation provost marshal authorities and the commander of the individual concerned when personnel are found to be physically unfit to operate a motor vehicle.

4.4. Off-installation Traffic Activities.

4.4.1. Police escorts and convoys.

4.4.1.1. Police escorts will not normally be used outside USFJ installations, facilities, and areas, except where prior arrangements have been made with appropriate GOJ authorities. Use of security patrol escorts will be limited to those operational requirements where the safety or security of US forces personnel or vital military property is involved.

4.4.1.2. Police escorts, when used, will normally abide by all Japanese traffic laws and regulations. Unless the conditions in para 4.5. are met, they are not authorized to exercise traffic control outside the military facility. If there is a requirement for assistance to expedite the passage of military motor vehicles traveling off base, Japanese police will normally be requested to provide such assistance.

4.4.1.3. All convoy and escort movements will be coordinated by the convoy commander with the local base(s) involved via the provost marshal authorities. The

provost marshal authorities, in turn, will further coordinate with GOJ traffic control authorities responsible for the areas through which the convoy will pass.

4.4.2. Warning lights and sirens are authorized for emergency motor vehicles such as ambulances, firefighting and police vehicles, explosive ordnance disposal response vehicles, wrecker or recovery vehicles, and electrical-line trucks as needed for rescue operations, emergency missions, disaster relief, or when necessary to assist the injured.

4.4.3. While service component instructions govern the use of warning lights and sirens on-station, use of warning lights and sirens off-station is an issue of cultural sensitivity in Japan. Limit the use of warning lights off-station to emergency response or over-riding safety concerns. Emergency response is defined as any situation involving the risk of serious bodily harm or loss of life. An example of an over-riding safety concern may include the positioning of a patrol vehicle with warning lights and/or sirens activated to protect the lives of others or the patrolman.

4.4.4. GOJ authorities are aware of and have accepted as valid the painting and marking systems used on US military vehicles. Any significant changes in these markings must be brought to the attention of the GOJ through HQ USFJ/J06/J5 via the US-Japan Joint Committee.

4.4.5. Privately owned motor vehicles may not be marked in any way to resemble official government vehicles, i.e., US, GOJ or otherwise. Offensive slogans and/or drawings are not authorized on privately owned vehicles owned or operated by US sponsored SOFA personnel. Commercial slogans/drawings, with the exception of approved identification stickers or decals, will not be placed on privately owned motor vehicles without the consent of the sponsoring installation commander.

4.4.6. Exemption from vehicle marking requirements can be obtained when distinctive vehicle markings are considered an endangerment to the security of US forces personnel or visiting VIPs. Service component commanders may request exemptions from usual marking requirements for United States military vehicles through HQ USFJ/J5. This requirement does not prohibit service component commanders and their subordinate commanders from implementing emergency exemptions when timely force protection actions are needed.

4.4.6.1. HQ USFJ may grant a vehicle marking exemption based upon the following information to be submitted by service commander:

4.4.6.2. Explanation of security threat.

4.4.6.3. Component vehicle registration number(s).

4.4.6.4. Type, manufacturer, model and year of vehicle.

4.4.7. Vehicles exempted from vehicle marking listed in this instruction will be required

to display distinctive numbered plates as prescribed by respective services.

4.4.8. Refer to USFJI 24-201, MOVEMENT OF OVERWEIGHT/OVERSIZE US FORCES VEHICLES IN JAPAN, for movement of oversize/overweight vehicles, which exceed the parameters, listed below:

4.4.8.1. Width - 2.5 meters.

4.4.8.2. Height - 3.8 meters.

4.4.8.3. Length - 12 meters.

4.4.8.4. Weights as follows:

4.4.8.4.1. Total - 20 metric tons.

4.4.8.4.2. Axle - 10 metric tons.

4.4.8.4.3. Wheel load - 5 metric tons.

4.4.8.4.4. Minimum turning radius of 12 meters for the outermost wheel print of vehicle.

4.4.9. Heavy special purpose vehicles will be moved under escort when required by safety factors. Except in cases of emergency, vehicles of this type will be moved over public highways only during periods when minimum interference with civilian traffic can reasonably be anticipated. Coordination required in para 4.4.1.3. will generally clarify special requirements.

4.5 Accidents and Accident Reporting.

4.5.1. In the event of a traffic accident, the POV and GOV vehicle operators will stop, identify themselves, and exchange personal data with those involved in the accident.

4.5.1.1. Exchange names, insurance policy numbers, the expiration date of the policies, and name/address of insurers.

4.5.2. In traffic accidents involving deaths, bodily injury, immobilization of a vehicle or property damage, the vehicle operator and adult passengers (unless injured and requiring immediate attention) will attend to the injured and not leave the scene of the accident until US forces or GOJ law enforcement authorities have arrived and authorized them to do so. US forces authorities at the scene of the accident will make required reports on behalf of US forces personnel in the event the latter is incapacitated.

4.5.3. Commanders will call to the attention of US forces personnel involved in traffic accidents, the provisions of USFJI 36-2612, Condolence Procedures.

4.5.4. US law enforcement will record accidents involving privately owned motor vehicles based upon guidance provided from their component service directives. Normally, the information gathered will include the following:

4.5.4.1. Name, insurance policy number, and the expiration date of the policy(ies).

4.5.4.2. Name and address of the insurance company(ies) concerned.

4.5.4.3. Number and expiration date of the applicable public liability and property damage policy.

4.5.4.4. Date the insurance company or companies were notified of the accident.

4.6. Violation Reports.

4.6.1. Punitive action taken by US military or Japanese authorities does not preclude administrative assessment of traffic points under the Traffic Point System for violation of either Japanese or US forces traffic regulations. Further, in those cases where Japan does not exercise its jurisdiction, action under the Uniform Code of Military Justice, or administrative action, in addition to assessment of traffic points, may be appropriate, depending on the circumstances of the violation.

4.6.1.1. Refer to service component instructions for assessment of traffic points.

4.6.2. GOJ police are empowered to stop and-investigate both privately owned and military vehicles either for the purpose of identification or when such vehicles are in violation of Japanese traffic or motor vehicle laws or regulations. Local provost marshal authorities in whose jurisdiction a violation occurs, will forward citations to the commander exercising disciplinary responsibility over the individual identified in the citation.

4.6.3. Drunken Driving.

4.6.3.1. With the exception of the Japan Driving While Drinking Indicated (DWDI) standard, refer to service component instructions for drunken driving offenses. See Attachment 12, U.S. - GOJ Comparison Table for Blood Alcohol Concentration, for basic DWDI, Driving Under the Influence (DUI), and Driving While Intoxicated (DWI) standards in Japan.

4.6.3.2. Operating a motor vehicle with a blood alcohol content (BAC) level of .03 to .05 (US BAC equivalent) constitutes Driving While Drinking Indicated (DWDI) under Japanese law. Vehicle operators identified by provost marshal authorities as legally falling within this criterion will be prohibited from operating a motor vehicle on or off USFJ installations for a minimum period of 12 hours. Commanders shall retain the discretion to impose any further administrative or disciplinary action. Refer to service component instructions for impounding vehicles.

Chapter 5

ENTRY AND USE IN JAPAN OF PRIVATELY OWNED VEHICLES AND PARTS

5.1. Importing Vehicles and Parts

5.1.1. Except as prohibited by service or command regulations, members of the US armed forces and the civilian component (Article I, SOFA), and US Official Contractors and their employees (Article XIV, SOFA), are permitted to import into Japan, free from payment of Japanese customs duties and other such Japanese charges, not more than one motor vehicle per individual or family unit in any 12-month period. The 12-month period commences with the entry date of the individual's last motor vehicle. All such entries must be exclusively for the private use of the individual or family unit. Installation commanders may waive this 12-month limitation in appropriate instances based upon the following criteria:

5.1.1.1. Where two or more individuals in a family unit are employed by or serving with the US Government agencies and need for a second vehicle is established.

5.1.1.2. Where the motor vehicle previously brought into Japan within the concerned 12-month period:

5.1.1.2.1. Has been wrecked beyond economical repair and the wreck has been disposed of as scrap or parts rather than as a motor vehicle. This type of action requires deregistration of the motor vehicle.

5.1.1.2.2. Is found to be defective within the specified warranty or guarantee period and the motor vehicle dealer in Japan has taken back the vehicle to make good the warranty or guarantee. Where the title to a vehicle in this case has been re-vested in the seller with the approval of concerned Japanese Government agencies, the transaction will not be considered to be a disposition of a motor vehicle.

5.1.1.3. Where an applicant represents in writing, and inquiry confirms, that the legitimate needs of the applicant or his/her family, as a unit, would be served by the possession of an additional motor vehicle.

5.1.2. Persons identified in para 5.1.1. are permitted to import into Japan, free from payment of Japanese customs duties and other such Japanese charges, parts for motor vehicles provided that these parts are for motor vehicles solely for the private use of themselves or their dependents.

5.2. Documentation.

5.2.1. The following must be accomplished upon entry:

5.2.1.1. Certification, in not more than three copies, by provost marshal authorities or an appropriate command agency of an individual's eligibility to effect vehicle entry. This certification is prerequisite to the certification of USFJ Form 380EJ, Customs Free Import or Export of Cargo or Customs Declaration of Personal Property (See attachment 9), and must be attached to the original USFJ Form 380EJ and one copy thereof for official notice to GOJ. Appropriate military authorities may waive this certification when the shipment is by government transportation in connection and concurrent with the initial permanent change of station entry into Japan of the owner.

5.2.1.2. Complete USFJ Form 380EJ. This form must be obtained from the responsible service component transportation officer and signed by an authorized official.

5.2.1.3. Submit a copy of bill of sale or other documentary evidence of title in the case of motor vehicles not brought into Japan incident to first arrival of the owner into Japan.

5.2.1.4. Return a certified copy of the USFJ Form 380EJ, with required attachments, to provost marshal authorities for record purposes and complete registration of the vehicle as required by Chapter 3 of this instruction. If entry of the motor vehicle is not accomplished, promptly turn in all copies of the certification to issuing agency or account for them in writing.

Chapter 6

DISPOSITION OF PRIVATELY OWNED VEHICLES

6.1. Disposition by Departing Personnel

6.1.1. The tax-free importation, registration and administration under military auspices of privately owned vehicles are intended to be solely for the convenience of US Forces, Japan personnel during their tour of duty in Japan and such importation privilege will not be utilized by the importer for commercial purposes. Commanders will make every effort to ensure that the intent of this instruction is strictly enforced.

6.1.2. Prohibitions against the disposition of personal property in Japan, contained in this chapter, do not limit or preclude the following, because such actions are not considered to be dispositions of privately owned personal property within the meaning of the agreements and regulations.

6.1.2.1. Transfers of personal property, including vehicles, acquired in Japan from residents of Japan without benefit of any exemptions from customs duties or taxes.

6.1.3. Except as provided elsewhere in this instruction, US authorized personnel will be required to ship their privately owned motor vehicle(s) out of Japan or to dispose of such property in authorized transactions described herein prior to departure from Japan on permanent change of station orders.

6.1.4. If the owner of a vehicle changes status to that of a resident of Japan, he/she may arrange for concurrent retention of his/her vehicle under applicable service regulations provided the vehicle is eligible for disposition to a resident of Japan under the agreed conditions (See para 6.4). If it is not so eligible, the present owner, prior to changing status, must:

6.1.4.1. Dispose of the vehicle to another US authorized person, or

6.1.4.2. Ship the concerned vehicle out of Japan.

NOTE: GOJ policy is to disapprove request for concurrent retention of POV's ineligible for transfer to a resident of Japan.

6.2. Use of Powers of Attorney

6.2.1. Personnel will not be permitted to employ powers of attorney to dispose of their vehicles, except as follows:

6.2.1.1. Personnel under orders for permanent change of station (PCS), are authorized to use a power of attorney (POA) to dispose of their privately owned vehicles for a period of 90 days after the effective date of their PCS. However, the POA must provide

a mandatory clause stating that in the event of failure to sell or otherwise dispose of the vehicle covered by the power of attorney within 90 days period, provost marshal authorities or designated officials on the base would have the authority to deregister, abandon and surrender the vehicle to the US Government for salvage. Service component commanders may establish procedures for extensions of powers of attorney beyond the 90-day period on a case-by-case basis in exceptional and/or hardship situations.

6.2.1.2. If the vehicle is otherwise eligible for disposition to a resident of Japan, but is not yet two model years old and owner departs Japan on PCS, then the vehicle may be disposed of to a resident of Japan by use of a power of attorney 60 days after the vehicle becomes two model years old, provided that the vehicle becomes two model years old within 60 days after the owner's departure.

6.2.1.3. In those cases where the owner dies, then the legal representative or a summary court may dispose of the vehicle directly or by use of a power of attorney to another US authorized person if the vehicle is presently eligible for sale to him/her, or to a resident of Japan if the vehicle is presently eligible for disposition to such a resident. If the vehicle is otherwise eligible for disposition to a resident of Japan but is not yet two model years old, disposition must be made when the vehicle becomes two model years old.

6.2.1.4. Component commanders or designees will approve and supervise each such transaction.

6.2.1.5. Nothing in this instruction should be construed as prohibiting the normal use of powers of attorney for purposes of disposition actions while both parties are present in Japan.

6.3. Transfer to United States Authorized Personnel and to United States Forces Agencies

6.3.1. Disposition of a privately owned motor vehicle by a US authorized person to a US authorized person transferee or to a United States Forces agency will be governed by appropriate service or command instructions. In addition, US official (Article XIV) contractors and their employee, when transferring a vehicle to a US authorized person, as in the case of other personal property, must file USFJ form 1, "Exemption of taxes on the transfer of properties held by contractor" (See attachment 5), with the nearest local Japanese taxation office.

6.3.2. Transferor will report to the provost marshal authorities office where the vehicle is registered and inform the authorities of that office concerning the planned disposition.

6.3.3. Provost marshal authorities will:

6.3.3.1. Determine the status of the transferor (the transferor must be a US authorized person) and of the transferee (the transferee must be a US authorized person).

6.3.3.2. Determine whether the disposition of by the transferor and the acquisition by the transferee would be in conformity with service and command regulations.

6.3.3.3. If the findings in the above cases are affirmative, inform the prospective transferor of the steps required to accomplish the deregulation of title by the transferor and the registration of title by the transferee at the LTO with jurisdiction, furnishing for use by the office an authenticating document which reports that the disposal and acquisition would not be a violation of service or command regulations.

6.3.4. Upon completion of the foregoing steps, the transferor will:

6.3.4.1. File a "Request for Transfer of Registration" with the appropriate GOJ Land Transportation Office.

6.3.4.2. File a "Certificate for Exemption of Taxes on the Transfer of Properties Held by Contractor" (See attachment 5), with the nearest Japanese local tax office, if the transferor is a United States designated contractor or the certified employee of such a contractor, as defined in Article XIV of the SOFA. The officer who is administering the contract concerned will attest this certificate.

6.3.5. The US authorized person transferee will report to the appropriate Provost Marshal authority office and register the motor vehicle in accordance with separately issued regulations.

6.4. Transfer to residents of Japan:

6.4.1. An agreement between the US and GOJ governing the disposal of vehicles to a resident of Japan has established the following conditions for transfer:

6.4.1.1. The vehicle is at least two model years old. A 1976 model automobile manufactured in the United States would be considered to be two model years old on 1 January 1978. Vehicles not classified by model years will be considered two model years old on 1 January of the second year following the year in which they were manufactured.

6.4.1.2. The motor vehicle concerned has been registered with a GOJ LTO in the name of the transferor for at least 12 months. The date on which the transferor's title to the vehicle was first registered with the GOJ LTO shall be considered as the date on which this 12-month period began to run.

6.4.1.3. The transferor (or any dependent or member of the transferor's family) has not disposed of a motor vehicle in Japan within two years immediately preceding the date

on which the planned disposition is to take place, except in dispositions between US authorized personnel.

6.4.2. USFJ personnel will be directed to assist and cooperate with prospective resident-of-Japan transferees of privately owned motor vehicles, as appropriate, in meeting applicable requirements of Japanese laws and regulations which provide that such resident-of-Japan transferees must appear at GOJ customs offices with the motor vehicles concerned and make application for approval of the planned transactions before submitting to GOJ LTO documents related to changes of title.

6.4.3. A US authorized person may not enter into a contract to dispose of a motor vehicle in the future to a non-US authorized person unless at the time the contract is entered into the vehicle is eligible for disposition in accordance with the above criteria. A US authorized person may grant an option to purchase a motor vehicle to a non-US authorized person at any time after the motor vehicle has been in the possession in Japan of the person granting the option for at least six months. Such an option must make provision for transfer of the motor vehicle only in accord with the mutually agreed conditions described above.

6.4.4. Transferor will report to the provost marshal authority office where the vehicle is registered and inform the authorities of that office concerning the planned disposition.

6.4.5. Provost marshal authorities will:

6.4.5.1. Ascertain the status of the transferor and whether the disposition is fully in accord with the agreed criteria limiting disposition of POV's to residents of Japan, as set forth in para 6.4.1.

6.4.5.2. Determine whether the disposition by the US authorized person owned would be in conformity with service and command regulations.

6.4.5.3. Direct the transferor to execute Government of Japan Customs Form F, No. 1250 (See attachment 11) and submit it to the provost marshal office where the motor vehicle is registered.

6.4.5.4. If the transaction is authorized by service and command regulations and if the transferor and transferee request formally in writing, state on the back of the above-mentioned Form F, No. 1250, whether or not the planned transaction is considered to be in accord with the conditions mutually agreed to by USFJ and GOJ, with comment as appropriate. A copy of the statement made on the reverse of the form will be retained by the provost marshal authorities for use as an exhibit to the authenticating document to be submitted to the LTO in the event GOJ customs officials authorize the transaction.

6.4.5.5. Return the Customs Form F, No. 1250, and inform the prospective transferor that he/she must present the form to the Government of Japan Customs Office of the prefecture or other governmental area where the vehicle is registered. A Certificate for

Exemption of Taxes on the Transfer of Properties Held by Contractor (See attachment 5) will also be filed if the transferor is a United States designated contractor or the certified employee of such a contractor.

6.4.5.6. Advise the prospective transferor that he/she must bring back from this GOJ office written evidence which states that GOJ customs authorities have been informed of the planned disposition and that they have approved action by the named and identified transferee to acquire the motor vehicle concerned.

6.4.5.6.1. The practical effect of current Japanese regulations is that a US authorized person who desires to transfer a privately owned motor vehicle to an transferee who is not a US authorized person must take the vehicle concerned to an appropriate GOJ customs office for examination, and leave the vehicle in bond when GOJ authorities direct such action. This results from the requirement that the transferee must appear personally at the appropriate GOJ customs office with the motor vehicle he/she desires to acquire, and must make application for and receive approval to enter into the planned transaction before he/she undertakes any other actions to acquire title. In order to protect United States Forces transferors, they may be advised to complete all financial arrangements, including payment of storage charges and insurance, prior to placing vehicles in bond.

6.4.6. When the transferor has presented the evidence required by the preceding subparagraph and after examination has determined that this evidence is complete and a proper basis for future action to cancel registration with military authorities, Provost Marshal authorities will thereafter follow the procedures set forth in para 6.4.3. for transfer of vehicles to other US authorized personnel.

6.5. Forms:

6.5.1. Japanese Customs Forms F-1240, Declaration of Transfer of Goods (See attachment 10), if needed, and F-1250 may be obtained from Japanese Customs Houses at a nominal cost. A supply should be kept available for the convenience of United States Forces personnel and may be obtained through local procurement.

6.5.2. US Form 1, Certificate for exemption of Taxes on transfer of Property Held by Contractor, may be reproduced locally as needed.

6.5.3. The Request for Transfer of Registration is a GOJ form available at the LTO. Transportation Offices.

ATTACHMENT 1**GLOSSARY OF REFERENCES, ABBREVIATIONS AND ACRONYMS*****References***

Treaty of Mutual Cooperation and Security between the United States of America and Japan

Status of Forces Agreement

DoD Instruction 6055.4, DoD Traffic Safety Program.

Preliminary Working Group, Minutes of the Ninth Meeting, 21 Apr 1952

Paragraph 2, Minutes of the 6th Joint Committee Meeting, 18 June 1952

Paragraph 3, Minutes of the 28th Joint Committee Meeting, 19 Nov 1952.

Paragraph 2, Minutes of the 36th Joint Committee Meeting, 16 January 1953, and Enclosure 12 thereto.

Paragraphs 3e and 5, Minutes of the 87th Joint Committee Meeting, 25 March 1954.

Paragraph 7, Minutes of the 134th Joint Committee Meeting, 5 April 1957.

Paragraph 3b, Minutes of the 157th Joint Committee Meeting, 7 March 1957.

Paragraph 4, Minutes of the 134th Joint Committee (SOFA Meeting, 27 October 1966.

Paragraph 8, Minutes of the 176th Joint Committee (SOFA) Meeting, 26 September 1968.

Paragraph 9, Minutes of the 243rd Joint Committee (SOFA) Meeting 9 December 1971.

Paragraph 4, Minutes of the 338th Joint Committee (SOFA) Meeting, 8 April 1976.

Paragraph 4, Minutes of the 357th Joint Committee (SOFA) Meeting, 27 January 1977.

Paragraph 7.a, Minutes of the 763rd Joint Committee (SOFA) Meeting, 28 March 1996.

USFJI 36-2612, Subj: Condolence procedures

USFJ Pamphlet No. 125-1, Subj: Criminal Jurisdiction in Japan

DOD 4500.36R, Management, Acquisition, and Use of Motor Vehicles, March 1994

USFJI 24-201, Movement of Overweight/Oversize US Forces Vehicles in Japan

DSAR 5720/1AR190-5/0PNAVINST 11200.5c/AFI125-4/MCO 5110.1c, 8 July 1988

Joint Committee - 56th Meeting, 4 June 1953.

Joint Committee - 102nd Meeting, 28 October 1954.

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Joint Committee - 223rd Meeting, 12 November 1959.

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SOFA between the United States of America and Japan, especially Articles I, XI, XIII, XIV, XV.

Taxation Subcommittee recommendation of 1 December 1952, approved by 32nd Meeting of Joint Committee, 17 December 1952.

Minutes of 111th Meeting of Joint Committee, 24 March 1955.

Minutes of 201st Meeting of Joint Committee, 8 January 1959.

Minutes of 206th Meeting of Joint Committee, 19 March 1959.

Minutes of 146th Meeting of Joint Committee, 11 May 1967 (SOFA).

Abbreviations and Acronyms

AAA—American Automobile Association

ADTSEA—American Driver and Traffic Safety Education Association

ATV—All Terrain Vehicle

BAC—Blood Alcohol Content

BrAC—Breath Alcohol Content

COMUSJAPAN—Commander, U.S. Forces, Japan

DOD—Department of Defense

DODD—Department of Defense Directive

DODDS—Department of Defense Dependent Schools

DODEA—Department of Defense Educational Activity

DOT—Department of Transportation

DUI—Driving Under the Influence
DWI—Driving While Intoxicated
DWDI—Driving While Drinking Indicated
GOJ—Government of Japan
GOV—Government Owned Vehicle
JCI—Japan Compulsory Insurance
LTO—Land and Transportation Office
MLC—Master Labor Contract(or)
MOST II—Motorcycle Operator Skills Test II
MVA—Motor Vehicle Accident
NAF—Non-Appropriated Fund
ORV—Off Road Vehicle
OV—Official Vehicle
PCS—Permanent Change of Station
PMO—Provost Marshal Office (USFJ)
POV—Privately Owned Vehicle
SOFA—Status of Forces Agreement
UNC(R)LNO—United Nations Command, Rear, Liaison Officer
USFJ—U.S. Forces, Japan

Definitions

Convoy. A line of two or more vehicles traveling together. Service directives will be used to determine the requirements for convoys other than those specified herein.

Disposition of Property. Disposition by sale, trade, barter, transfer, delivery, pawning or any other method of passing on title to the property.

Government of Japan (GOJ) Authorities. Agencies of the GOJ concerned with the control of traffic and vehicle operations.

Motorcycle. A motorcycle is any motor vehicle having a seat or saddle for the use of its operator and designed to travel on not more than three wheels in contact with the ground, e.g., large motorcycle, motor-driven cycle, speed-limited motor-driven cycle, moped, motor scooter, motorized or motor-assisted bicycle.

Motor Vehicle. Any transportation device with a motor powered by fossil fuels or other external sources of energy such as solar power.

Military Vehicles. All vehicles (including armor vehicles) owned, leased, or contracted by the US government, or authorized representatives of the US government, and under the control of US forces in Japan

Non-Tactical Vehicles. Those military vehicles referred to in para 3.4.6. These vehicles are routinely used for administrative non-combat purposes and are generally the same as their domestic counterparts.

Piston Displacement. A numerical indication of the horsepower rating of a particular engine expressed in cubic centimeters (cc). A higher cubic centimeter displacement indicates a more powerful engine. The GOJ utilizes the piston' displacement for differentiating vehicle registration and road tax requirements.

Privately Owned Motor Vehicles. Motor vehicles, which are the private property of a person or entity whose status in Japan stems from Articles I and XIV of the SOFA or of a US forces activity, not specified as possessing military vehicles. Official vehicles of these persons, entities or activities are considered to be privately owned vehicles.

Provost Marshal Authorities. Police and security forces authorized under UCMJ Article 7b and MCM Rule 302b to enforce law. These forces include, but are not limited to Security Police, Security Forces, Military Police, Naval Security Force, Auxiliary Security Force, Master at Arms, Provost Marshal, Security Augmentees, and Resource Augmentation Duty personnel.

Resident of Japan. For purposes of this policy letter, any person, including individuals, corporations, firms, organizations or agencies present in Japan, whose status in Japan does not entitle the said person to effect entry into Japan of such goods or property exempt from Japanese custom duties, as specified in Article XI of the SOFA with reference to the United States Armed Forces, the members and civilian components thereof, and their dependents, and in Article XIV for United States official contractors and their employees. Personnel of all embassies who are present in Japan are to be considered as residents of Japan for the purpose of this policy letter.

Status of Forces Agreement. Agreement between the United States and Japan implementing Paragraph VI of the Treaty of Mutual Cooperation and Security. The SOFA governs the status of the United States forces in Japan and their use of facilities and areas.

Tactical Vehicles. Those military vehicles, which are not normally used for administrative purposes, but rather for contingency and combat operations. These vehicles are usually painted with Chemical Agent Resistant Coating (CARC) paint, and may not have normal license plate mounting fixtures.

Traffic Point System. An administrative aid for evaluating driving performance by assessment of weighted point values for moving traffic violations.

Transferor of Vehicle. US authorized person who is the registered owner in Japan.

United States Authorized Personnel. Members of the United States Armed Forces, members of the civilian component, and their dependents as such persons are defined in Article I of the Status of Forces Agreement (SOFA), and persons and their employees as defined in Article XIV of the SOFA. Not included in this definition are members of the United States Embassy, United States Government agency employees on duty in Japan for other than the United States Armed Forces, Mutual Defense Assistance Office,

Japan personnel, United States citizens who are residents of Japan on short periods of training in Japan with reserve organizations of the armed forces of the United States and United Nations Forces personnel present in Japan who, although granted certain logistical support and privileges, have no status under the SOFA

United States Forces. The military land, sea and air forces of the United States located in Japan under the Treaty of Mutual Cooperation and Security.

United States Forces Agencies. Units and organizations of the United States armed forces, non-appropriated fund organizations and activities, and other organizations of the United States Forces, Japan as may be designated.

United States Official Contractors and Their Employees. Persons, including corporations organized under the laws of the United States, and their employees who are ordinarily a resident in the United States as defined in Article XIV of the SOFA and so designated by US Forces, Japan.

US Forces Personnel. Members of the US forces, members of the civilian component, and their dependents, as defined in Article I of the SOFA; also those contractor personnel as defined in Article XIV of SOFA.

ATTACHMENT 2

FACTS ON CAR INSURANCE IN JAPAN

This attachment explains what JCI is and why US forces personnel are required to carry additional coverage for privately owned and OV-plated vehicles. US forces personnel are reminded not to assume their U.S. carrier insurance is valid or recognized in Japan. Contact your personal insurance agent to find out the facts and seek legal advice if you need help in deciding what commercial insurance coverage to purchase.

1. What is JCI? Japanese Compulsory Insurance (JCI) is a mandatory basic-level insurance for motor vehicles operated in Japan. The insurance provides for liability costs associated with causing bodily injury or death to another person. JCI coverage applies to passengers in your vehicle, pedestrians, and passengers of other vehicles.

1.1. In cases of bodily injury, JCI pays for treatment, consolation money and other costs up to a maximum of ¥1,200,000 for each person you injure in one accident. If you injure several people in one accident, JCI will pay up to ¥1,200,000 of medical expenses for each person you injure.

1.2. In cases of death, JCI will pay up to ¥30,000,000 for each death you cause in an accident. If in one accident you kill several people, JCI will pay up to ¥30,000,000 on each death. If in an accident you cause physical handicap to several people, JCI will pay up to ¥30,000,000 for each physical handicap you cause.

2. Why Do I Have To Buy JCI? Article 5 of the Automobile Liability Security Law of Japan requires JCI. Under this law, no automobile may be driven until its owner shows proof of the compulsory insurance. This law is very similar to many of the compulsory insurance laws in the United States (US). As already stated in this instruction, US forces must abide by Japanese laws for motor vehicles.

3. What is not covered by basic-level JCI? JCI does not protect you in the case of property damage caused by you or any other expense exceeding those listed in para 1.

4. Who Pays for Bodily Injury or Death Damage Over and Above JCI Coverage? This instruction makes it mandatory for you to purchase bodily injury coverage of ¥30,000,000 and property damage liability coverage of at least ¥3,000,000 in addition to basic JCI.

4.1. If you cause injury or death damage exceeding your JCI policy coverage and your private insurance coverage, you are responsible. JCI protects you only in case you injure or cause death to other people by the use of your vehicle.

4.2. JCI does not cover liability for any property you might damage by the use of your vehicle. If in an accident caused by you there is damage to someone's vehicle, fence,

house, storefront, or other property, you must have property damage liability coverage to protect you.

4.3. To put things in perspective, ¥3,000,000 may be less than the value of a single automobile. Bodily injury damages in excess of JCI coverage are well documented. Consider the following examples: A commercial insurance company in Japan was required to pay for its policy holder ¥70,000,000 in the case of an injury to a 3-year-old boy by a car. Another judgment in the amount of ¥120,000,000 was made in the case of a man killed in a car accident. JCI would not have come close to covering those judgments. Commercial insurance companies in Japan recommend we buy, in addition to JCI, ¥50,000,000 coverage for each person injured or killed in an accident. Many local nationals purchase ¥100,000,000 personal injury and death liability insurance in addition to and above their JCI coverage. You are encouraged to carefully consider purchasing additional insurance over and above the JCI and USFJ requirements.

Figure 4.1. Type of Damage and Responsibility.

TYPE OF DAMAGE	RESPONSIBILITY
Bodily injury caused by you or a family member.	JCI pays up to the limits applicable.
Bodily injury liability claims in excess of maximum coverage under JCI to a local national.	Less deductible, commercial insurance pays up to the limit carried. Thereafter, YOU PAY!
Bodily injury liability claims in excess of maximum coverage under JCI to another military member or Department of Defense (DoD) civilian employee or a family member of either.	Less deductible, commercial insurance pays up to the limit carried. Thereafter, YOU PAY!
Damages caused by your vehicle to a local national's property.	Less deductible, commercial insurance pays up to the limit carried. Thereafter, YOU PAY!
Damages caused by your vehicle to the property of another military member or DoD civilian employee or a family member of either.	Less deductible, commercial insurance pays up to the limit carried. Thereafter, YOU PAY
Damage to your vehicle caused by another person who won't pay or says he or she can't pay.	YOU PAY or your collision coverage pays, if you carry such coverage.

5. Is My Family Covered If I Have Only JCI Protection? No, JCI provides bodily and death coverage with limits as set out above and is written "on the car." Your family will be covered under the JCI coverage you have on your vehicle for personal or death damages only. There is no property damage liability coverage under JCI.

5.1. There have been instances in Japan of DoD personnel assuming their family members were automatically covered as operators by their commercial insurance policy, then finding out the policy only covers drivers of a specific age. There are four types of policies available for purchase in Japan: One has no coverage for people under 21 years of age, a second has no coverage for people under age 26, a third has no age limitation, and the fourth covers drivers by name only and no one else. You should be very careful when purchasing property or personal injury damage insurance. Specifically determine who is covered in the event of loss before anyone operates the motor vehicle.

6. Does JCI Cover Property Damages My Family or I May Cause? No. JCI does not cover any property damages you or your family may cause in an accident (See figure 4.1). You have to get protection from a commercial insurance company for such damages. This is why this instruction requires you buy ¥3,000,000 of property damage liability coverage before you can register and keep a two or four-wheeled motor vehicle on a USFJ installation.

7. If My Car Is Damaged by a Hit-and-Run Driver or Someone Who Won't Pay or Who Says He or She Can't Pay, Then Who Pays? In these circumstances, there are three different courses of action you may take:

7.1. You can pay for the damages yourself out of your pocket.

7.2. You can hire a Japanese lawyer and take your case to Japanese court.

7.3. You can make a claim against your collision insurance coverage on your car if you carry such insurance. Don't confuse collision coverage, which is usually carried by people owning new and expensive cars, with property damage liability coverage. Property damage liability coverage will pay for somebody else's property you destroy or damage. For you to be paid for your car, you must have collision coverage for your insurance to cover your car damage.

8. Should I Buy and Carry Collision and Comprehensive Coverage on My Car?

Collision insurance is what covers repairs to your car in case of an accident. If the other person is at fault, his or her property damage coverage should take care of repairing your car. If you are at fault, you need collision coverage to repair your car.

Comprehensive coverage is for things such as fire, theft, or breakage of a windshield. To keep premiums down, both coverage are usually bought with a deductible; that is, you pay the first \$50-\$500 of such damage. For advice on additional coverage, consult a legal representative or insurance professional.

9. Suppose I'm Driving While Intoxicated (DWI) or Guilty of Reckless Driving and With My Car Cause Property Damage to Another Car and I Have No Property Damage Insurance or money. What Will Happen to Me? You may be criminally prosecuted in Japanese court for DWI or reckless driving. If the accident occurs on base, or if the Japanese waive jurisdiction to the US, you could face non-judicial

punishment under Article 15, Uniform Code of Military Justice (UCMJ), or even courts martial as applicable. You will also likely lose your on-base driving privileges. Further, your misconduct, whether prosecuted by the Japanese or branch of service, could constitute grounds for administrative discharge. In any event, you will be responsible for paying for the property damage you cause.

9.1. Japan, like many other Asian countries, has customs, which determine what will be expected from you if you cause, or are even involved in, an accident, which results in injuries or damage. Japanese people usually make a swift payment of several hundred dollars to express their regret under such circumstances. Failure to do so may be taken as an insult and affect subsequent negotiation over civil liability. The proper behavior is even more important because people involved in car accidents causing personal injuries can be charged with Professional Negligence under the Japanese Criminal Code and fined up to **¥500,000 or jailed for up to 5 years forced labor**. Therefore, it is in your best interest to contact your insurance agent immediately following any accident, so that he or she may advise you on these matters. The base legal office can also provide assistance in this area.

ATTACHMENT 3**GOJ CUSTOMS AND TARIFF BUREAU OFFICES****Hakodate Customs Headquarters**

Hakodate Kowan Godo Chosha,
24-4 Kaigan-machi,
Hakodate-shi 040-8561
Phone: 0138-41-2141/0138-40-4218

Kansai International Airport

1 Kuko-Minami, Senshu,
Sennan-shi, Osaka-Pref.
549-0021
Phone: 0724-55-1600

Kobe Customs Headquarters

12-1, Shinko-cho, Chuoh-ku,
Kobe 650-0041
Phone: 078-333-3028/3100

Moji Customs Headquarters

Moji Kowan Godo Chosha, 3-10,
Nishi Kaigan 1 Chome, Moji-ku
Kita-Kyushu-shi 801-8511
Phone: 093-321-3031/093-332-8306

Nagasaki Customs Headquarters

1-36, Dejima-machi, Nagasaki-shi
Nagasaki-Pref. 850-0862
Phone: 095-822-6181/095-828-8611

Nagoya Customs Headquarters

Nagoya Kowan Godo Chosha, 3-12,
Inifune 2-Chome, Minato-ku,
Nagoya 455-8535
Phone: 052-653-4111/052-654-4010

Narita International Airport

1-1 Furukome, Aza-Furukome
Narita-shi, Chiba Pref. 282-8603
Phone: 0476-34-2126/2128

Okinawa Regional Customs

4-17 Tondo-cho, Naha-shi,
Okinawa-Pref 900-0035
Phone: 098-868-8525

Osaka Customs Headquarters

Osaka Kowan Godo Chosha, 10-3
Chikko 4-Chome
Minato-ku, Osaka 552-0021
Phone: 06-6576-3067/3005

Tokyo Customs Headquarters

2-56 Aomi, Koto-ku, Tokyo
135-8615
Phone: 03-3599-6264/0700

Tokyo Customs

Tachikawa Customs Office
Tachikawa Godo Chosha
4-1-18 Nishiki-cho
Tachikawa-shi, Tokyo
Phone: 042-522-6004

Yokohama Customs Headquarters

1-6-2 Shinminato, Naka-ku,
Yokohama-shi, Kanagawa-Pref. 231-
8401
Phone: 045-212-6053

Yokota Field Office

Tachikawa Branch
1254-1, Ishihata Musashino
Mizuho-machi, Tokyo
Phone: 042-552-1663
DSN: 225-7816

ATTACHMENT 4

**DD FORM 430,
MILITARY REGISTRATION AND CERTIFICATE
OF TITLE OF MOTOR VEHICLE
(*STORAGE SAFEGUARD FORM*)**

ATTACHMENT 5

**USFJ FORM 1, EXEMPTION OF TAXES ON THE TRANSFER OF PROPERTIES
HELD BY CONTRACTOR**

ATTACHMENT 6

**USFJ FORM 4EJ, U.S. FORCES, JAPAN OPERATORS PERMIT
FOR CIVILIAN VEHICLE
(*STORAGE SAFEGUARD FORM*)**

ATTACHMENT 7

**USFJ FORM 19EJ, CERTIFICATE FOR TRANSIT OF TOLL ROADS
BY MILITARY VEHICLES
(*STORAGE SAFEGUARD FORM*)**

ATTACHMENT 8

DISTRIBUTION AND USE OF USFJ FORM 19EJ

1. As agreed by GOJ and USFJ, document military vehicle use of toll roads in Japan using the USFJ Form 19EJ. The USFJ Form 19EJ is not for use with POVs. The POC for this form is USFJ/J54, DSN 225-2028/2072, FAX 225-5284.

2. The USFJ Form 19EJ is controlled by serial number, centrally requisitioned and distributed by service component Publications Distribution Offices (PDO's). Only the FA Yokosuka, Japan Defense Printing Service plant is authorized to print this form.

3. All component service PDO's, and only component PDO's may submit funding documentation/ requisitions (MIPR's, DO 843's, DO 282's) to the Defense Printing Service for procurement of the USFJ Form 19EJ, by mail or FAX. Mail to:

Defense Printing Service
PSC 4732, Box 26,
FPO AP 96349-1108
DSN 243-7890/FAX 243-7577

4. Commanders with operational control of PDO's will review requests and refer questionable requests, i.e., those which are not directly responsible to their component commander, or whose function/mission is not known, to USFJ/J54 for validation prior to issuing forms.

5. Upon receipt of the forms, redistribution to vehicle dispatch authorities will be in accordance with service component procedures for handling and use of controlled forms.

6. Units will maintain a register, which includes the following information:

6.1. Certificate Serial Number.

6.2. Type of Vehicle.

6.3. Driver's Name.

6.4. Vehicle Number.

6.5. Date of Issue.

6.6. Destination of Vehicle.

6.7. Name of Certifying Official Name.

7. Information listed in items 7.1. through 7.7. must be filled in prior to use of the USFJ Form 19EJ. Use only black or blue ink for blocks identified in 7.1 through 7.5. Blocks identified in 7.6 . and 7.7. may be completed with a stamp as long as the information is legible.

7.1. Type of Vehicle: Enter Type of Vehicle, i.e.

U.S. Army Sedan
 U.S. Navy Bus (45 Passenger)
 U.S. Air Force Tractor Trailer Truck
 USMC Van (9 Passenger)
 AAFES Truck (2-Ton, 5-Ton)

7.2. Driver's Name: Enter Last, First, MI and Rank/Service, i.e.

Smith, John R. SSgt/USAF
 Brown, Steve B. GS-7/USA
 Matsumoto, Yuji MLC/USN

7.3. Vehicle Number: Enter Bumper or License Plate Number, i.e.

OV-10
 OVA-4
 USN 00342
 USMC 00123

7.4. Date: Enter Day, Month, Year of Issue to User, i.e.

4 Jul 2003

7.5. Location: Enter Installation Vehicle Was Dispatched From, i.e.

FA Yokosuka, Japan
 CP Zama, Japan
 North Dock, Yokohoma
 Misawa AB, Japan
 Atsugi NEX, Japan

7.6. Signature of Certifier: Enter the Signature of Commander or Individual with Authority to Dispatch Military Vehicles (Driver and Certifier Should Not be the Same Person), i.e.

Michael D. Mann
 MSgt, USAF

7.7. Title:

Enter Position of Authority of the Certifier, i.e.

Dispatcher
374 Transpt Sqd
Yokota AB, Japan

Commander
E Co, 414 MP BN
CP Zama, Japan

ATTACHMENT 9

**USFJ FORM 380EJ, CUSTOMS FREE IMPORT OR EXPORT OF CARGO OR
CUSTOMS DECLARATION OF PERSONAL PROPERTY**

ATTACHMENT 10

GOJ CUSTOMS FORM F, NO. 1240, DECLARATION OF TRANSFER OF GOODS

ATTACHMENT 11

GOJ CUSTOMS FORM F, NO. 1250, DECLARATION ON IMPORT

ATTACHMENT 12

U.S. - GOJ COMPARISON TABLE FOR BLOOD ALCOHOL CONCENTRATION

U.S. Intoxilizer 5000 Breathalyzer	Blood Alcohol Concentration (BAC)	Japan Kitagawa-Shiki Balloon Test
0.01 %	0.01 %	0.05 mg
0.02 %	0.02 %	0.10 mg
0.03 %	0.03 %	0.15 mg GOJ DWI
0.04 %	0.04 %	0.20 mg
0.05 %	0.05 %	0.25 mg U.S. DUI
0.06 %	0.06 %	0.30 mg
0.07 %	0.07 %	0.35 mg
0.08 %	0.08 %	0.40 mg
0.09 %	0.09 %	0.45 mg
0.10 %	0.10 %	0.50 mg DWI
0.11 %	0.11 %	0.55 mg
0.12 %	0.12 %	0.60 mg
0.13 %	0.13 %	0.65 mg
0.14 %	0.14 %	0.70 mg
0.15 %	0.15 %	0.75 mg
0.16 %	0.16 %	0.80 mg
0.17 %	0.17 %	0.85 mg
0.18 %	0.18 %	0.90 mg
0.19 %	0.19 %	0.95 mg
0.20 %	0.20 %	1.00 mg
0.21 %	0.21 %	1.05 mg
0.22 %	0.22 %	1.10 mg
0.23 %	0.23 %	1.15 mg
0.24 %	0.24 %	1.20 mg
0.25 %	0.25 %	1.25 mg
0.26 %	0.26 %	1.30 mg
0.27 %	0.27 %	1.35 mg
0.28 %	0.28 %	1.40 mg
0.29 %	0.29 %	1.45 mg
0.30 %	0.30 %	1.50 mg

1. Intoxilyzer® 5000 percentage is based on milligrams of alcohol per 100 millimeters of blood.
2. Blood Alcohol percentage is based on grams of alcohol per 100 cubic centimeters of blood.
3. Balloon Test percentage is based on 1 milligram of alcohol to 1 liter of expired breath.

NOTE: When conducting breath tests, SF only uses equipment that meets federal standards approved by the NHTSA. These instruments are designed to test “deep lung” breath, which is the air that comes

from the bottom of the lungs, closest to blood stream. These tests are the most accurate outside a blood test. The balloon test used by the Japanese measures mostly "mouth" alcohol. The balloon test does not actually test a sample associated with a blood source. Also, mouth alcohol levels can be affected by several mitigating factors (i.e....burping, foreign substances, etc). Though we are able to conduct a direct conversion on a balloon test from mg/liter to a BAC level, there is a high probability the results of a balloon test will be significantly different from our equipment or a blood test.

ATTACHMENT 13
(Provost Marshal Authority Distribution Only)

**PMO SPECIFICATIONS FOR DESIGN AND MANUFACTURE OF THE
USFJ MOTOR VEHICLE DECAL**

PROTECTED INFORMATION

PROTECTED INFORMATION

PROTECTED INFORMATION

ATTACHMENT 14
(Provost Marshal and Vendor Distribution Only)

**VENDOR SPECIFICATIONS FOR DESIGN AND MANUFACTURE OF THE
USFJ MOTOR VEHICLE DECAL**

PROTECTED INFORMATION

PROTECTED INFORMATION